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THE EnFo ENGINE EXCHANGE PLAN provides your old Ford with many extra years of life—a very important consideration under present-day car-supply conditions: ★ Ford Dealers maintain a stock of Replacement Engines *ready on demand*. ★ Each replacement engine conforms to the standards of the original *and carries the same guarantee*. ★ The Plan saves you *time* — the job is completed in a matter of hours. ★ The Plan saves you *money*—the cost is less than that of a re-bore and general overhaul. ★ The Plan is operated at all Ford Main Dealers throughout the country.

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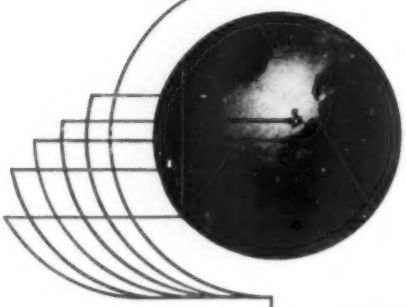
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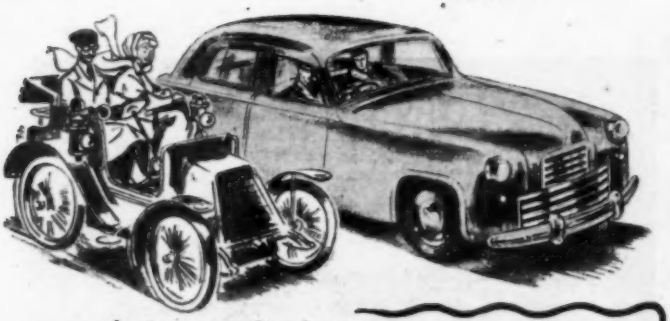
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Holt's QUIZ

FOR MOTORISTS

What is the simple answer to these common motoring problems

1 *Worn Engine Burning Oil?*
2 *Engine Running Hot?*
3 *Misty Windscreen?*
4 *Leaky Radiator?*
5 *Cracked Block?*
6 *Battery Corrosion?*
7 *Bodywork Repairs?*

1 WORN ENGINE

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PISTON SEAL compensates wear by forming a self-lubricating seal in between piston and cylinder, **reduces oil consumption, restores compression.** Installed in 30 minutes, PISTON SEAL is an 'nterim treatment, endorsed by the entire Motoring Press and gives up to 10,000 miles 'new car' performance.

Holt's PISTON SEAL

Up to 12 h.p. 15/- Over 12 h.p. 25/-
For Motor Cycles 8/6

2

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Get overheating under control! Clear choked radiators and scaled-up cooling systems with RADFLUSH, which 'spring-cleans' the rapid, easy, triple-action way. The exclusive RADFLUSH inhibitor protects all metals, including aluminium, during cleansing. Avoid pinking, warped valves and seized rings.

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3

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Price 2/6. Shop Window Size 6/-

4

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A repair in 5 minutes while you drive! Simply pour in RADWELD—it forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no ordinary powders or corrosives. RADWELD IS DIFFERENT! Beats leaky radiator troubles safely and surely.

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5

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There's nothing simpler than WONDARWELD for repairing internal and outside cracks in cylinders. No dismantling—you simply pour it in, the result is a PERMANENT repair withstanding vibration, heat and pressure. Installed in 30 minutes, WONDARWELD is endorsed by the entire Motoring Press.

WONDARWELD

½-pint 8/6 1 pint 15/- Quart 25/-
Use 1-pt. to every 3-gall. of water capacity

6

Kill Battery Corrosion



Regain power lost through dirty terminals! Holt's NO-CRODE kills existing corrosion and prevents further deposits on battery terminals, lugs etc. Ends terminal replacements. Always clean — no mess. Not a grease but an active alkaline neutraliser.

Holt's NO-CRODE

Anti-Corrosive Battery Compound, 3/-

7

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DENTED, HOLED & RUSTED OUT METAL



LOY repairs permanently all damaged metalwork in car bodies and wings, pipes, tanks etc. Applied simply like putty, LOY adheres permanently, moulds to shape, sets rapidly metal-hard, can be filed, drilled & tapped. Water-, oil- and petrol-proof, withstands heat up to 100°C and 150 lbs/sq. inch pressure. Restore weak and rusted metal with LOY Sheeting as a base for LOY Metal. LOY Solvent is used to thin LOY Metal and to soften LOY Sheeting. A LOY repair is undetectable and outlasts the repaired part!

LOY PLASTIC METAL

LOY METAL	Handy 4/6, Major 23/-
LOY SOLVENT	Handy 2/6 Minor 4/6, Major 8/6
LOY SHEETING	Handy 3/6 Minor 9/-, Major 17/6
LOY HANDY KIT	(Complete) 8/6



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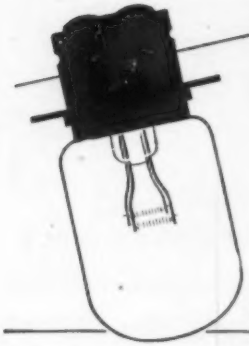
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Clearance (for most pre-war cars) 19/6
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Brand New Radiator Mufts from 50/-
Quotations per return. Prompt delivery. All enquiries please state make, year h.p., and model of car.

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Fully guaranteed. For regular use of Starter and Lights

Type	Volts	Amps.	Size in inches	Price
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Packed in crate and carriage 12/6
There is a Jagrose battery to suit every car. Quotations by return.

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Complete with bulb, switch, wire and bracket. RAYDYOT 6 or 12 v., black and chrome ... 52/6
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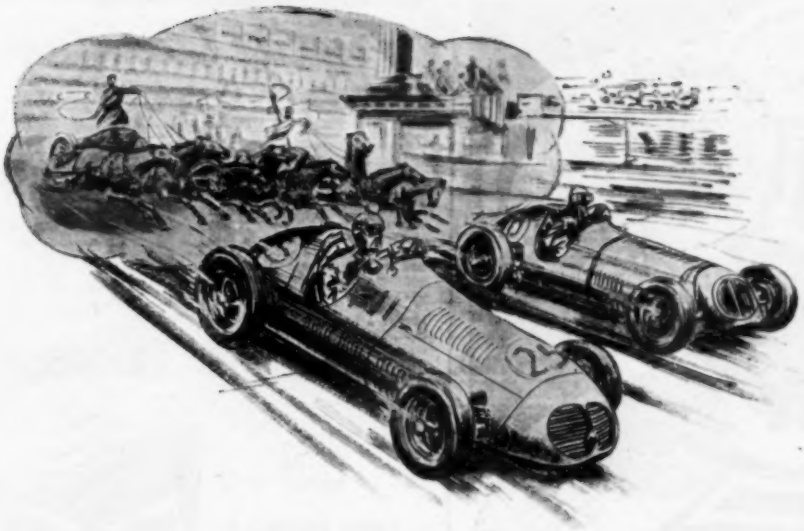


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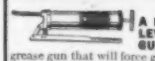
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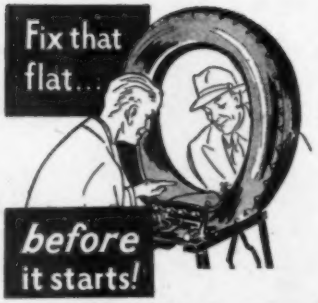


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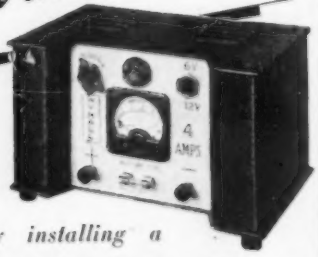
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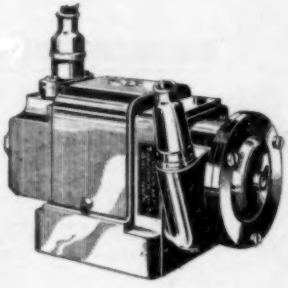
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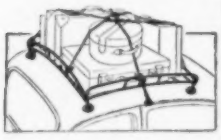


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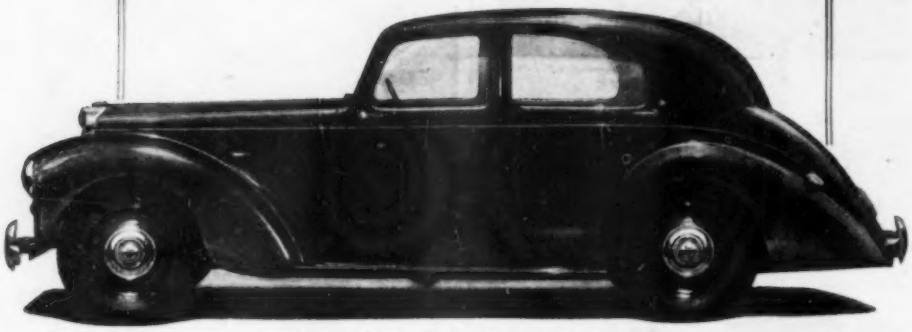
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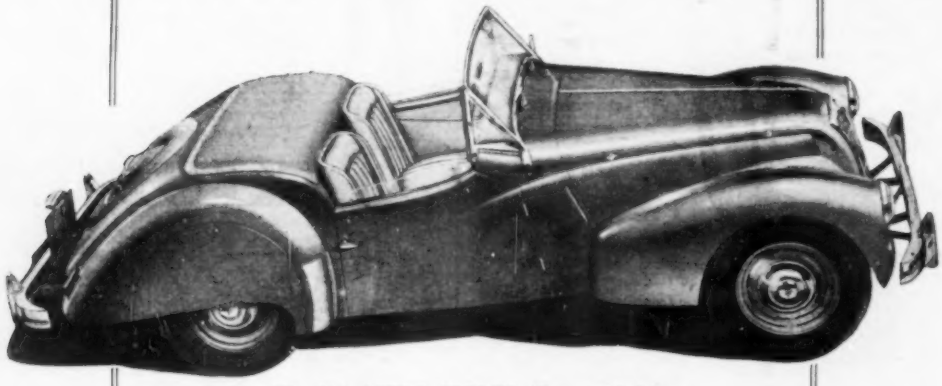
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The Autocar

FOUNDED 1895

No. 2927 FRIDAY, JANUARY 4, 1952 Vol XCVII

Threshold of Revolution?

NOTHING is more stimulating than the proposal to scrap existing designs and substitute something revolutionary, efficient and more economical. Applied to car engines, therein lies the fascination of the gas turbine, precisely as it lay, a beautiful theory, in the brain of Sir Frank Whittle before its development for combat aircraft.

On the following pages a well-known American engineer, Mr Alex Taub, throws another tasty morsel into the feeding-ground of technical argument, and one which should appeal to those who, while sceptical of the gas turbine for cars, feel that change is overdue in the long-standing pattern of the conventional car engine. This is the moment, he maintains, for the American car industry to scrap all existing engine design and substitute non-poppet-valve engines in order to make use of a combustion process that permits very high compression ratios with low-octane fuels. In this way the same fuel would be usable by aircraft gas turbines and road vehicle internal combustion engines—an obvious advantage.

Elimination of the poppet exhaust valve in this context, and in terms of present-day piston engine design, means sleeve or rotary valves, which are almost as old as motoring. Efficient rotary or sleeve design is not the easiest thing in the world to achieve, problems of lubrication and expansion being considerable, though not prohibitive. In weighing up these valve problems, however, it is quite wrong to assume that the poppet valve is perfect.

The big question posed by the thesis presented is which of two steps should be taken in engine design. Should the motor industries of the world continue in the assumption that the gas turbine will eventually replace the piston engine, or should an attractive prospect such as that sketched by Mr. Taub be taken advantage of? If the decision went to the former the wait might be a long one; if to the latter, the road gas turbine might come along before the last of the poppet valves was eliminated.

Muffing the Problem

THE radiator muffs of winter motoring are a saddening sight for the motorist who is obsessed by the desirability of efficiency. While he would not dream of journeying from Glasgow to Blackpool via London, his efforts to maintain engine temperature on cold mornings exactly parallel that procedure, for behind the radiator is an extremely efficient cooling device whose revolutionary machinations the muff is intended to nullify.

The efficient way to maintain engine temperatures during the winter would be to disconnect the fan, especially as that item of equipment, depending on size, absorbs from two to even twenty horse-power from the output of an internal combustion engine at high speeds. Moreover, it has been determined by past experiments that at such speeds the fan is not necessary, natural draught being sufficient. The fan, therefore, is doubly to be criticized in winter for turning at all; not only is it unwanted, but also it is positively harmful in its robbery of horse-power and promotion of engine wear through over-cooling.

Unfortunately, the necessity to make cars "fool-proof," desirable though it may be commercially and in order to spread the benefits of motoring, means that such precision control as is provided by a simple means of disconnecting the fan is out of the question, and the motorist must continue in the winter to use a muff in order to obtain less efficient operation of a too-efficient device. He should, however, realize that the muff also is extremely efficient in one way; when it is fully closed heat promotion to a dangerous degree is rapid. Thus the muff should be used intelligently, a careful watch being kept for signs of over-heating when the radiator aperture is closed, or almost closed. The first and obvious one is an increased tendency of the engine to pink.

A New Look at High Compressions

THE POPULAR BELIEF THAT THEY REQUIRE HIGH OCTANE NUMBERS MAY BE A FALLACY

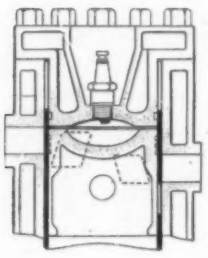
by Michael Brown

UNDER the somewhat forbidding title—except to engineers and petroleum technologists—of *Mechanical Octanes*, the day-to-day motorist would hardly expect to find a thesis that shattered one of his cherished illusions, but this is, in fact, the case. *Mechanical Octanes* was a Paper read before the Chicago section of the Society of Automotive Engineers in May of last year, and the author was Mr. Alex Taub of the Taub Engineering Company. Having learned so much, the motorist can forget the "mechanical" part of the title and think only in terms of his beloved octanes, one connection in which he considers these being in relation to high-compression engines; the high-compression engine, he has many times been told, needs high-octane fuels for efficient operation. So it does, *as at present designed*, but Mr. Taub maintained that an engine redesign could show that the relation between compression ratio and octane number need be only tenuous.

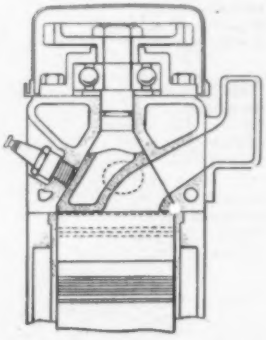
He related his thesis to contemporary automotive events in the U.S.A. America, he said, was committed to an enormous output of power units, for military purposes if not for normal cars, and for all those units fuel must be produced. The world oil position was such that the maximum amount of usable fuel per barrel of crude oil must be extracted, and vehicles must use less fuel to the mile. These two factors demanded engine redesign to give maximum miles travelled on the gallon; and that gallon of fuel must be medium- or low-octane spirit.

But, said Mr. Taub, further economy in m.p.g. meant high compression ratios, and the increase in compression ratio must be sufficient to improve fuel economy by 40 per cent. And there automotive engineers were at the point of maximum controversy. Should high compression be made

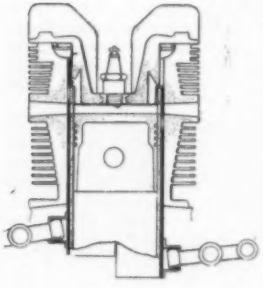
NON-EXHAUST VALVE ENGINES



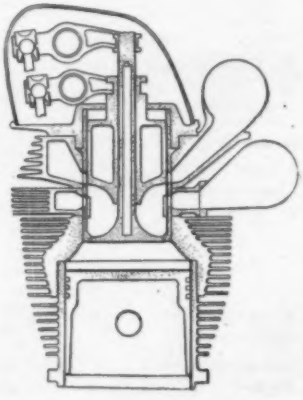
The Argyll sleeve-valve engine. Intake and exhaust ports are opened by a combination of spiral and reciprocating sleeve. The combustion chamber, says Mr. Taub, lends itself to anti-detonation development, and engines using the principle show a 15-octane anti-detonation gain over the two-valve, hemispherical head type in spite of the absence of a quench area.



The rotating conical combustion chamber design as developed by Mr. Frank Aspin; the chamber opens and closes the ports as desired. Although anti-detonation qualities are inherent, Aspin incorporates a quench area in his designs. He likes, said Mr. Taub, "to run his engines fast and considers 7,000 r.p.m. as normal. I was extremely uncomfortable in his laboratory, where he insisted on making demonstrations at 14,000 r.p.m."



In the Skinner split-sleeve-valve engine half-sleeves move in opposite directions between the cylinder bore and a stationary sleeve, with attendant fitting and lubrication problems. Although not designed for anti-detonation, this engine has always accommodated higher compression ratios than conventional designs.



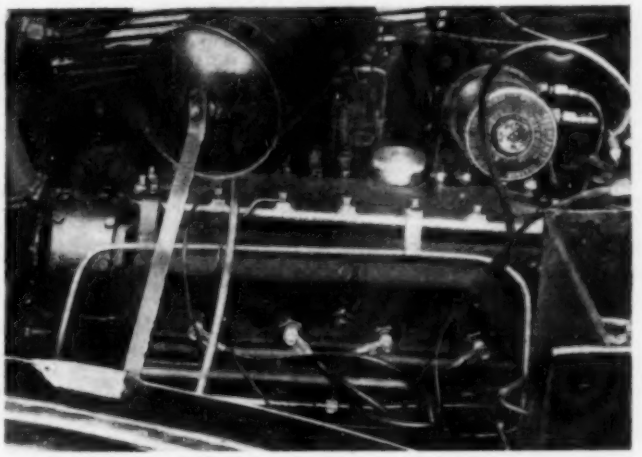
Single-valve design favoured by Mr. Taub, because the design departs very little from the conventional. The combustion chamber shape may vary and lends itself to durable design. It may be used with carburettor or direct injection, with or without air swirl. The single valve seats against a fixed sleeve and the ports are outside the combustion chamber, a reciprocating sleeve selecting the required port and cutting off exhaust heat from the back of the valve head. The alternation of intake and exhaust through the same valve results in a stabilized temperature of about 600 deg F.

ASPIN UNDER TEST

In 1944, *The Autocar* published details of the first Press test of the Aspin engine fitted to a normal car, and the results (pages 598-99, 602, August 25, 1944) are interesting in view of the citing by Mr. Taub of the Aspin engine as an example of a unit capable of running on low-octane fuel at a very high compression. The unit in question, fitted in a Ford Eight car, developed 37 b.h.p. at 4,800 r.p.m. and produced its full torque at about 2,800 r.p.m. It had a compression ratio of 12 to 1.

The comfortable cruising speed lay between 55 and 60 m.p.h. and top gear flexibility (normal gear ratios) was very good. Acceleration from 30 to 50 m.p.h. on top gear was above average for the class of car, and from a standing start to 50 m.p.h. the figure was nearly 50 per cent better than average. Hills that would have caused a change down into third on comparable cars of the period were taken in their stride; "it accelerates up slopes," the tester remarked.

Petrol consumption proved to be the most remarkable feature. With four persons and light luggage on board, the Aspin-engined Ford did 62 to 64 m.p.g. at speeds of 25-30 m.p.h.; 50 m.p.g. from 35 to 40 m.p.h., and 42-45 m.p.g. from 45-50 m.p.h. The fuel of the period was M.T.80, a spirit of 80 octane, the high rating of which was obtained by heavy leading of a low-octane base spirit. Such a rating is, of course, considerably higher than that visualized by Mr. Taub.



An Aspin rotary combustion chamber engine installed in a Ford Eight. It used a 12 to 1 compression ratio and produced remarkable m.p.g. figures.

available through high-octane fuels, or should basic engine design be altered in order to utilize high compression with low octane numbers? Mr. Taub insisted that the die was already cast, and that engines must be bred to give high-octane results with low-octane fuels.

He summarized the limiting factor of high compression—detonation, which involves the problem of controlling the rate at which the flame travels through the mixture in the combustion chamber. When detonation occurs the last portion of the fuel explodes ahead of the flame front, and this may be avoided in many ways: by chemical means through fuel characteristics; by absorption of the heat generated in the last portion of the fuel; by lowering the temperature of the mixture as a whole; by stratification of the mixture so that there is insufficient fuel in the last portion to burn rapidly, or by withholding the fuel from the combustion chamber until the moment that it is required to burn.

Three Methods

New engines, said Mr. Taub, could be made non-detonating, regardless of high-octane fuel, by three methods: Elimination of all heat to the air before it enters the combustion chamber (1 deg F means nearly 50 deg F at the area of burning); elimination of all internal hot-spots in the combustion chamber, such as the exhaust valve, piston head hot-spots and local hot-spots in the cylinder head wall; supplementing these two major methods by the accepted precautions of eliminating full torque application below 1,600 r.p.m. with a slipping coupling between engine and transmission, and by retarding the spark.

And a further enlargement of outlook on the non-detonating engine would be, said Mr. Taub, the injection of fuel directly into the combustion chamber at the sparking plug area. The objective would be to obtain a stratified mixture throughout the combustion chamber, with about a 9 to 1 air-fuel ratio at the plug and a 21 or 25 to 1 ratio at the end of the burn. This should supply good ignition at the start of the burn but insufficient fuel at the end to support explosion.

How did the author propose to obtain these virtues? He recalled to his colleagues that for the past 25 years high-compression engines had been built to operate on ordinary fuel, and, contemporarily, he had seen a further development on the same lines in the Texaco Combustion Process (T.C.P.). This would operate at high compression ratios without regard to octane values or hot-spots, and appeared to be proof against detonation and pre-ignition. He had witnessed tests of this process with a compression ratio of 10 to 1 and with 25-octane fuel—repeat 25-octane!

Now the Texaco Combustion Process was briefly described by C. D. Soltz in *The Autocar* of February 17, 1950. It may be equally briefly recapitulated: Air alone enters the combustion chamber through the inlet valve, and a swirling motion is induced by porting and valve design so that the air makes one circuit of the chamber during the process of combustion. Fuel is injected into the chamber and is timed to enter at the best position before ignition and to continue as required for the desirable response or load. It is injected at a tangent to the moving air and ignited almost immediately; the injection continues during one rotation of the air, and the burning continues as the fuel is provided. The volume of fuel over the injection period can be uniform, but is more likely to taper off into leanness of mixture; hence the last portion may burn but not explode. Such injection, in fact, is controllable even to the point of making the "end gas" free air.

10 to 1, 60-octane

Mr. Taub continued that a 25-octane rating was, of course, not required as a common fuel, but that a compression ratio of 10 to 1 certainly was for the good of economy and performance. With a ratio of 10 to 1 he thought that a rating of 60 octane would be safe, especially as this would be suited to continuous combustion engines (gas turbines), as well as piston engines. Nothing, as he said, could be more significant in engine development than that all types of engine should use the same fuel, and that that fuel should be easy to produce in the maximum volume from a barrel of crude.

All this, and economy, too, murmurs the motorist, and then he starts to wonder. How is that exhaust valve going to be eliminated? Has anyone designed a petrol injection pump that is cheap and reliable? And how long will it be before the familiar bonnet houses an engine with T.C.P. that burns 60-octane fuel and does 40 miles to the gallon? Mr. Taub dealt with these points, as must the reader of a Paper when he

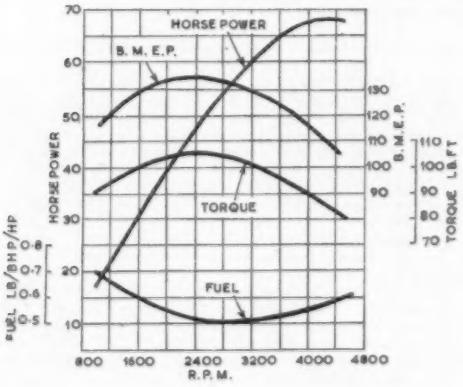
A New Look at High Compressions . . . . . continued

knows that he is to face the questions of the experts after he has come to the word Finis.

He named several engines that eliminated the exhaust valve and readers can recall the reputations, good or bad, that attach to these well-known names: Argyll single-sleeve valve, Skinner split-sleeve valve, Cross rotary valve, Aspin rotating combustion chamber and Abell single-valve engines. The Napier Sabre engine he regarded as a dramatic example. A sleeve-valve engine of 2,400 h.p. (aircraft), it operated in 1940 on 85- to 87-octane fuel at 280-300 b.m.e.p. while competitive poppet valve engines needed 100-octane fuel or better.

Precision Manufacture

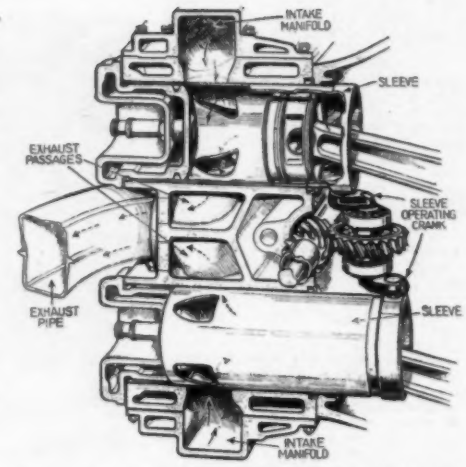
He was reasonably confident about fuel injection pumps, which are precision instruments beyond anything that makes up the car today. "We are," he said, "catching up with the potentialities of fuel injection and have learned to look injectors and their accessories in the face without flinching. We know that we shall not need the extreme pressure devices of the diesel practice and we do not need hand-lapped bits and pieces. We can apply the techniques of selective assembly (the hand matching-up of parts within a machined tolerance to obtain even closer fits.—ED.) of needle bearing manufacturing technique, or of hydraulic tappet manufacturing processes which will serve to bring the cost within reach of the allowance for such items."



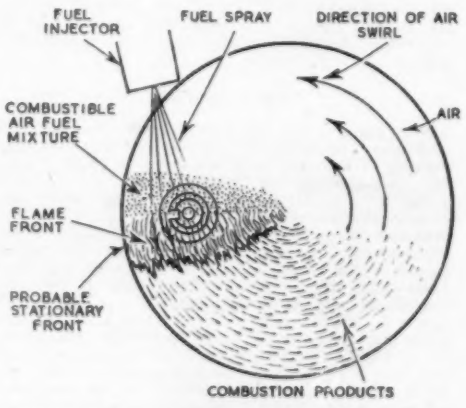
Left: Curves for a Skinner sleeve-valve engine run by the Ethyl Corporation in 1935. Fuel was about 65-67 octane, and compression ratio 8.24 to 1. At that time, says Mr. Taub, the combustion chamber shape of the Skinner was a round pancake, good for about 5½ to 1 c.r. with fuel below 70 octane. Even under adverse conditions, therefore, there was an allowable increase of c.r. of 2½. With modern design the author felt that the Skinner would readily operate at a compression ratio of 10 to 1 with 80-octane fuel.

To the adoption by the automobile industries of such principles as had been outlined, Mr. Taub devoted a large part of his Paper. He cited the well-known—and understood, be it said—resistance to fundamental change that is inherent in big industries, and he hit quite hard at existing engine design, if a little less hard at those who were content with it. But, he said, to tool up for non-detonating engines would cost America $500,000,000, and the industry was going to spend that sum anyway on re-tooling for high-octane petrols, because existing engines would not stand the shock of high compressions; at 12 to 1 compression ratio the shock factor is five times as great as it is for 7 to 1. And these monetary figures, of course, left out the expense that the petroleum industry is going to in order to refine up to high-octane levels.

Stimulating, is it not? The fresh wind blowing through the dust of preconceived notions. Is it going to be allowed to leave the dust undisturbed, or should it be harnessed to vacuum-clean the engine design shops of the contemporary automobile industries? You and I, users of the product, can only wait and see, but it is well that we should know what it is all about, and Mr. Taub's Paper certainly tells us that.



Sleeve-valve operation of the Napier Sabre II, regarded by the author as a "dramatic" example of efficient operation on a comparatively low-octane fuel while comparable poppet-valve engines needed 100-octane ratings or better.



Principle of the Texaco Combustion Process. The flame front is relatively stationary and air and fuel meet at this point. The type of injection permits a wide control of the mixture so that, if required, only free air is available at the end of the combustion process. The air swirl is "geared" to the crankshaft, air speed being held constant with the crankshaft speed. Injection continues during one circuit of the air.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Lights

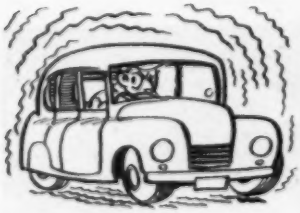
STREET lighting is generally supposed to come under the heading of A Good Thing. I sometimes wonder why, and if it is as necessary as is commonly supposed. Where traffic, pedestrian or otherwise, is heavy, it can be accepted without question, but do we really need those miles and miles of poorly lit suburbs and country half-towns? Below a certain standard, lighting becomes almost useless to the pedestrian, and positively dangerous to the car driver owing to the poor design of the lamps and the pools of darkness, all-concealing, in between. The lamps seem to be the more dazzling the older they are, and as a result dipped head lamps do not seem so effective as usual.

Presumably such lighting was to deter burglars of the Bill Sykes type, but the type has largely given way to the more ingenious rogue who walks in ostensibly to read the meter and walks out with the family heirlooms. My own home "town" has lights that I would sooner do without, as pedestrian, motorist, and householder, and I should think a substantial saving might be made by the elimination of lighting in streets that are normally as deserted after dark as are remote country lanes.

✦ ✦ ✦

Rumbles

AT first sight, the suggestion of a reader that body rumbling with unit construction cars is caused by torsion bar springing looks absurd, but I think he may have got something. Unit construction, with its elimination of the sound-deadening massiveness of frame members, has led to a distinctive rumble which is a body amplification of



Transmitted to the body

tyre noise over the road surface. Now that noise is transmitted to the body via the suspension, no matter what the nature of the suspension is, and it stands to reason that the less sound-deadening material there is in the suspension the more freely the sounds are transmitted. Certainly the torsion bar, splined into a metallic member at each end, is a good noise transmitter, but it is no different in this respect from the coil spring, which is only a compact-formed torsion bar. However, the interpolation of sound-deadening inserts somewhere in this noise circuit might lead to good results. With coil springs it would be possible to have inserts in the pans in which the ends rest; with torsion bars rubber in shear at some point seems a possibility. I wonder what work has gone on along these lines?

✦ ✦ ✦

Getting Aronde

I FOUND the Simca Aronde an engaging Parisian minx and an agreeably lively evening companion. But there was a hint of devilishness in the oversteer on which my Road Test colleague commented. I am used to an oversteering car, and by no means condemn oversteer as such, but several times I found myself much farther away from my line of intent than was right and proper. If I had had the car a little longer, I should have dropped the front tyre pressures by at least three pounds, and this, in addition to helping to correct the oversteer, would possibly have removed some of the almost wayward lightness from the steering. It is much too finger-tip. Apart from these faults, however, the Simca was a most interesting car and it atoned for its steering errors by a limpet-like hold on corners and an ability to damp out road shocks that was endearing. The lights were yellow and splendid, and, once again, I was attracted by the little steering column lever that enabled the driver to fiddle appropriately with his lumens; the French do these gadgets extremely well. Still firmly adhering to the sit-back style, I found that the seat adjustment was insufficient and suffered some leg cramp thereby.

✦ ✦ ✦

Fitness for Purpose

AS one travels fast in this car one realizes how well it is suited to the roads of the Continent, for there is a lack of effort about its high speeds that is impressive. The performance on the indirects is also impressive, but it is gained by a certain amount of effort on the part of the driver. He must accept noise in the gears, and he must feel his way around with a gear lever that suggests someone groping round for an opening; in fairness, one invariably finds it and it is possible to change quite rapidly with this lever, but one feels that the designer has said to himself, "Oh well, they don't use the gears much. As long as it goes well in top. . . ." Which is something of the truth as regards French motoring. Even in the mountains one tends to get into a gear and stay there, although admittedly the gear is usually an indirect one.

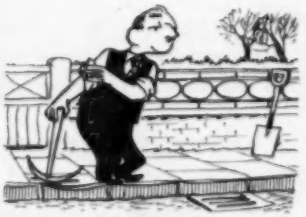
Styling and interior I liked very much in their plain and serviceable way, and altogether the car was very interesting indeed. It is a funny thing, but few Continental cars fail to stimulate keen interest in the driver, and this is not merely because they are of foreign origin. The fact is that they are all individual in temperament, and each seems to possess some outstanding virtue that makes the driver overlook the obvious faults.

✦ ✦ ✦

Windows

MY new garage, a sectional affair, has two fixed windows which can be placed anywhere. Speculating idly, I have decided that I will put them one at each side towards the closed end of the garage. In this way I shall have light on both sides of the engine when I go in bonnet first, and if I reverse in I shall have the light from the open garage doors to illuminate dipstick and suchlike. So be it. When the whole thing is erected I have no doubt that another, and seemingly far better, positioning will occur to me, and by then it will be too late to change.

✦ ✦ ✦



Go down about three feet

Dig, Brother

THIS Scribe now occupies, I think, the unique position of one who has been given permission to dig up the public road. Wanting to shift a couple of kerbs to make the garage run-in, I wrote to Authority saying that I could do it easily with their permission. Authority said Right-ho, provided that you take due precaution and so forth.

Now a colleague has just told me that kerbstones go down about three feet, and has offered me a pick and shovel. So-long, folks, I'm going to take a turn below.

ACCESSORIES

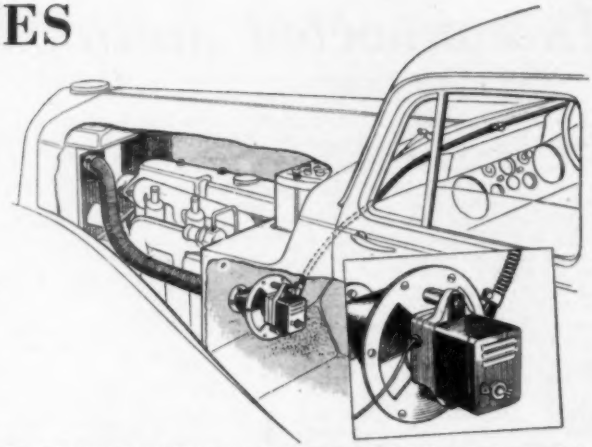
A NEW HEATER

WARM air from a collector box attached to the car's own radiator is used by a new heater-ventilator produced by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex. It costs £6 19s 6d.

Behind and at the top of the radiator is attached (by bolts passing loosely through the radiator) a shaped metal plate which collects hot air and passes it by a big flexible hose to the control unit mounted on the bulkhead of the car. The control unit contains a fan and switch, but as air comes through at a great rate by ram effect when the car is moving, the fan is needed only when stationary. When the heater is not wanted at all, a butterfly valve (not shown in the sketch) shuts off the air.

Demisting provision is made. Two sliding doors in the control unit close, or partly close, the normal air outlets to the interior and increase the demisting air flow. The progressive reduction in size between the large air intake at the front of the car and the comparatively small demister outlets ensures that air leaves the latter at high speed and reaches right up a deep windscreen. As an extra, there is available a second demister pipe, to be connected to the first by a short, flexible pipe, for the passenger side of the windscreen.

The principle of such a heater has much to commend it.



The Tudor heater installation with its collector plate behind the radiator and distributor unit in the bulkhead.

PARCELS SHELF

ALTHOUGH the latest Ford Consuls and Zephyrs have a restyled facia with a big parcels shelf, previous cars had no such shelf, and a very small facia locker. For these earlier facias the Central Motor Co., Ltd., 41, London Road, Leicester, have produced as an accessory a parcels shelf of useful area. It is of brown pressed board, with a rim of metal cellulosed brown, and has a good capacity without interfering with the passenger's legs.

The design resembles that of the familiar shelf fitted by the car makers in their Anglais and Prefects. The price is £2.

RENAULT HEATER

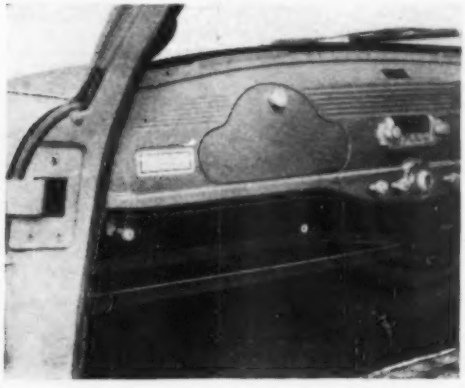
AN interesting application of a hot water car interior heater to a rear-engined car has been developed for the 750 Renault by the Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.

This company's Monitor heater consists of a small, almost square case with its front occupied by a radiator and the rear by a small fan. When the fan is switched on it blows through the radiator and, when reversed, sucks back, blowing warm air via two demister ducts taken off the rear of the casing to nozzles at the base of the screen. It is normally a recirculatory heater; that is, it warms the air in the car and does not take in air from outside.

The Renault installation is different. The heater is installed in a square aperture cut in the bulkhead, with its radiator facing forward and taking in fresh air from under the frontal (and engineless) bonnet. Water hoses are taken back down the bulkhead, under the floor and to the rear engine. The supply hose connection is fitted to the metal plate existing on the back of the cylinder head, and it incorporates a tap for shutting off the heater in summer. The return hose connection is inserted in the bottom hose of the engine cooling system. In use, the heater blows part of the warmed air through apertures in the back of its casing directly to the car interior, and part up substantial ducts to demister apertures at the back of the screen. The installation has been carefully worked out and is not at all difficult to effect. The cost of the heater, with all the necessary "bits and pieces" included, is £11 11s.

One of these Monitor heaters has recently been fitted for test by this journal in a Ford Anglia, which has thermo-syphon cooling and no water pump. In spite of this, it has been found very effective. A considerable volume of warm air is given out and the interior of the car soon reaches a comfortable temperature on a frosty day, while the demisting equipment is ample and effective. There are two speeds for the fan.

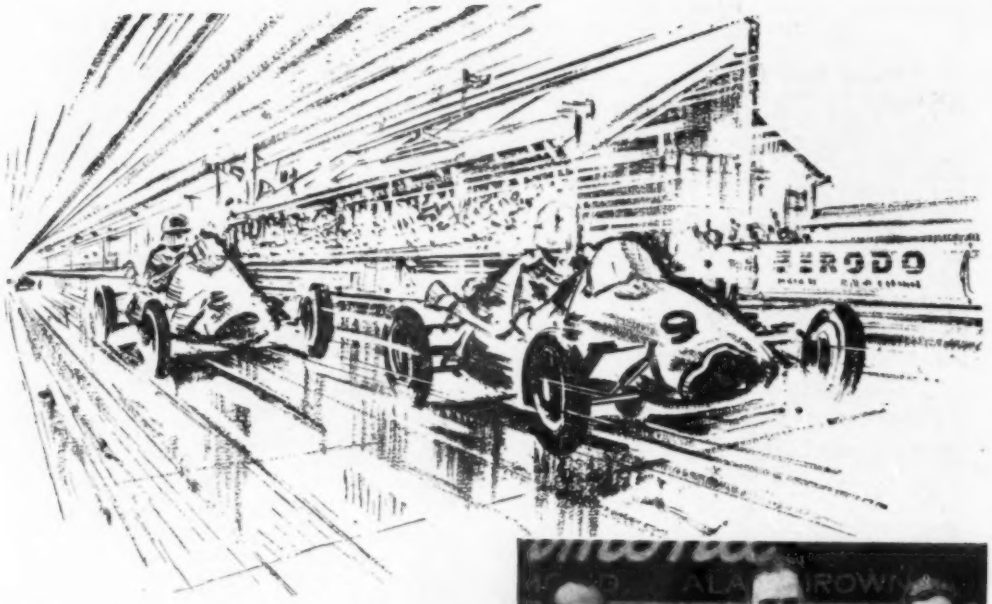
To supplement the small facia locker of early Consuls—a parcels shelf made as an accessory.



The back half of the Key-Leather heater installed in a 750 Renault, showing the fan and outlets and the generously sized demister ducts.




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"We never spare our machines" *say Ecurie Richmond*



Photo by 'Iota'

. . . nor, might be added, their brakes either! And there you have one of the reasons for the success of Ecurie Richmond. In common with most racing drivers, Ecurie Richmond fit Ferodo Brake Linings because they give them the necessary confidence to 'put their foot down'; they know they can rely on the safest, the most efficient, the smoothest-action brake linings there are . . . the same brake linings fitted as standard equipment on nearly every private motor car — Ferodo!

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NEWS and VIEWS

Singer Price Up

AN increase of £50 has been made in the list price of the Singer S.M.1500. It is effective on all models delivered from the Singer works since January 1. This makes the list price £725 which, with British purchase tax of £404 5s 6d, gives a total of £1,129 5s 6d.

Berkeley Reduction

AS a result of successful modifications in production methods, the price of the medium-sized Berkeley Consul caravan has been reduced by £96. The change in the use of materials has resulted in a weight reduction of 2¼cwt, but it is claimed that the design, layout and durability remain unchanged.

Nuffield Increases

"THE time has come when the Government should consider a reduction in the high rate of purchase tax on cars." This statement was made by Mr. R. F. Hanks, vice-chairman of the Nuffield Organization, when the revised prices for Nuffield cars were announced. He protested that the actual price increase was fractional compared with the enormous increases in purchase tax and said that such a position was ludicrous.

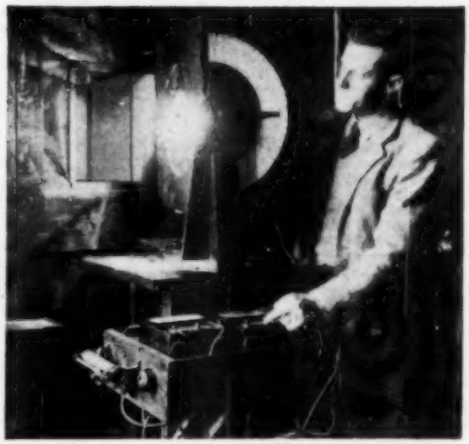
The new prices are as follows:

	List Price	Total with P.T.	Previous Total
	£	£ s d	£ s d
Morris			
Minor 2-door	375	581 14 6	519 10 0
Minor tourer	375	581 14 6	519 10 0
Minor 4-door	405	631 10 0	560 5 7
Oxford	510	794 16 8	728 7 9
Six	640	997 1 1	882 14 6
Wolseley			
Four-Fifty	660	1,028 3 4	908 14 6
Six-Eighty	720	1,121 10 0	989 5 7
Riley			
1½-litre	860	1,339 5 6	1,168 5 4
2½-litre	1,055	1,642 12 2	1,491 14 5
M.G.			
TD	530	825 18 11	732 12 5
1¼-litre	635	989 5 6	880 7 9

1¼-litre M.G. Improvements

SEVERAL detail improvements are incorporated in a revised version of the 1¼-litre M.G. saloon to be known as the Series YB, for immediate production. This car now has the hypoid rear axle, similar to that used on the M.G. TD Midget and the front brakes have two-leading shoes. It has a larger clutch of 8in diameter replacing the former 7½in clutch. An important item is the addition of an anti-roll bar to the front suspension, which should do much to mitigate the oversteering tendencies which have been the subject of comment by some critics who have handled this car in the past. Another suspension improvement is the use of larger dampers all round.

Externally, the car is similar to the previous YA series, but it is distinguished by the use of overriders on the bumpers and slightly deeper valances on the rear wings. The cars continue to be upholstered in high-grade leather and the facia is in polished walnut. Standard equipment includes a sliding roof and opening windscreen.



Deliberately dazzling: The Road Research Laboratory recently announced its important findings on rear lighting. Here, work is in progress on the allied subject of dazzle. The lamp is clamped in a turntable and the effects of the beam at different angles are noted.

Police Campaign

IN the county of Inverness police patrols will pay special attention during the next few weeks to head lights which dazzle oncoming drivers. The chief constable hopes to effect improvement by public co-operation rather than prosecution. In a statement made in December he said that many motorists had been complaining, and that dazzle (and, he might have added, inadequate rear lighting on some pre-war cars, and most commercial vehicles and cycles) was a frequent cause of accidents.

In a country in which restrictive legislation is the popular, easily arranged sop to a public indignant at what is really the direct result of failure of successive governments to build modern roads for modern traffic, this more enlightened approach to common dangers is the more welcome.

Brakes and Safety

WHILE a brake lining manufacturer has a "vested interest" in the amount of brake service which a motorist orders for his car, the Ferodo campaign which has been launched in support of the road safety campaign is nevertheless worthwhile. Nearly 5,000 garages have now been equipped with a Ferodo brake testing meter with which the efficiency of



This Triumph Mayflower is being put through hard paces on the new ripple surface at the M.I.R.A. proving ground at Lindley, which was described in *The Autocar* of December 14. The track is designed to permit close study of movements of the sprung mass of the vehicle.

NEWS and VIEWS . . continued

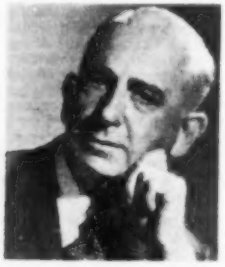
brakes can be accurately tested in a few minutes. Knowing how insidious is the gradual decline in braking power, these tests, taken occasionally, should provide a useful check to the owner, who is also safeguarded to some extent against possible accusations of inadequate brakes.

November Records

IN contrast to the fears expressed previously about car exports, November became a month of records. The largest shipments of cars ever made in one month, totalling 37,837, were 5,530 more than in October. The value was also the greatest ever, at £13,128,131. Commercial vehicle exports were also the biggest number and value ever. The value of parts and accessories reached nearly £8,000,000, compared with nearly £5,500,000 for November, 1950. Australia was the main customer for all types of vehicles, which included 15,466 cars. An increase in the availability of shipping space was primarily responsible for these export records.

Castrol Appointment

FOLLOWING the retirement after 45 years' service of Mr. Walter H. Senneck, joint managing director of the C. C.



Mr. Alonzo Limb.

Wakefield company, Mr. Alonzo Limb has become sole managing director. He joined the company in 1916, and took charge of motor and aviation sales in 1926, joining the board in 1938. Mr. W. F. List and Mr. L. M. Broadway have been appointed assistant managing directors.

Courtesy in France

AN unusual "road courtesy club" exists in France which groups motorists, cyclists and pedestrians together. The *Club de l'Entr'aide et de la Courtoisie des Usagers de la Route* was founded in 1949 by M. André Dubrulle, then a barrister and now a magistrate, and the headquarters were recently transferred to Paris from Evian. Membership is now 4,000. The club considers that when membership reaches 100,000 road travel will be far more pleasurable and accidents heavily reduced.



Doing the work of 40 men in Gloucestershire is this prototype road widening machine owned by the county council. It digs a trench 2ft deep and 2ft wide for the ballast, and conveys the removed material to a lorry.

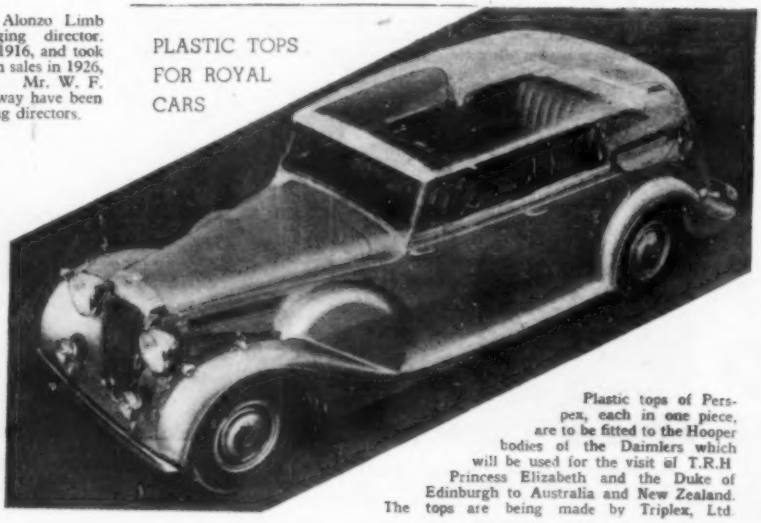
Country Care

IT is unusual to find an admonitory booklet as attractively produced as *Country Code*, which has been published by H.M. Stationery Office for the National Parks Commission. It is designed to instruct visitors to the country in the gentle arts of appreciating and enjoying, without damaging or interfering with the life and work of the countryside, with which, as it points out in a preface by G. M. Trevelyan, the hiker or holiday-maker is bound to come into very close contact. Each page makes its point with a woodcut, attractive in itself, and, as with the Highway Code, it is rather a piece of advice than a harsh warning enforceable by law. There is a section on the special dangers of the country roads.

The booklet deals with the litter threat, with fire safeguards and, most important to farmers, with the protection of crops and livestock.

It is certainly to be hoped that the advice, to a nation conscious of its food problems, is unnecessary, but there are, no doubt, many untutored townsmen who will profit from it. It is obtainable from the Stationery Office, York House, Kingsway, London, W.C.2, and other branches, price 4d.

PLASTIC TOPS FOR ROYAL CARS



Plastic tops of Perspex, each in one piece, are to be fitted to the Hooper bodies of the Daimlers which will be used for the visit of T.R.H. Princess Elizabeth and the Duke of Edinburgh to Australia and New Zealand. The tops are being made by Triplex, Ltd.



Good for POWER

TERRY'S aero quality valve springs

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Terry's Ignition Tool is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each



The "Terry" Valve Spring Lifter and Compressor. Reversible jaws have a parallel lift from 0 to 1¼ in. and lock at every point. Capable of 200 lb. pressure. 15/- each.



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Bournemouth.
(*Tel. 1272/3*)

BRADFORD
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(*Tel. 21256*)

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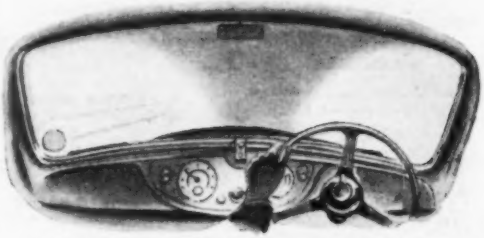
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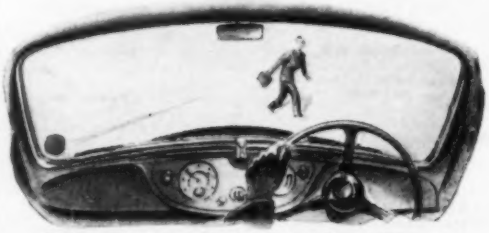
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First and second at Silverstone in May; the two Coopers of the Ecurie Richmond, driven by Eric Brandon (in the lead) and Alan Brown.

HONOURS FOR HALF-LITRES

SUCCESSFUL INAUGURAL SEASON FOR THE ÉCURIE RICHMOND

THERE are many ways in which a racing stable can be formed, varying from the regardless-of-expense establishment set up by a wealthy firm to the impecunious association of two or three friends with nothing more behind them than what the cars stand up in. The majority of organizations, of course, fall somewhere between the two extremes; but it is interesting to look at some of them with a more than usually critical eye, and to observe that the degree of success obtained by no means always reflects the amount of money spent in its pursuit.

Take, for instance, the *Ecurie Richmond*. This is a team racing 500 c.c. Coopers, the name of which is today familiar all over the Continent; it has achieved a considerable degree of success, and certainly done its share towards maintaining the prestige of this country in this branch of motor racing during the past year. But it was established only at the beginning of the year, in a very nebulous and almost haphazard form to start with—and since then it has gone from strength to strength.

It started as a result of a conversation between Alan Brown, who had already raced a Cooper for two seasons, and Jimmy Richmond, an immense enthusiast—in more ways than one—who realized only too well that his considerable share of avoirdupois did not permit him to race a "five-hundred" himself. As a result of this and many subsequent conversations, it was decided that a team of two cars should be formed for the 1951 racing season, and Eric Brandon—one of the pioneers of 500 c.c. racing—joined in to achieve this object. The cars were to be Coopers, which was not surprising in view of the previous experience of both drivers with this *marque*, and Norton engines and gear boxes were to be used.

The financial arrangements were just about as simple as they could possibly be; Richmond was to provide the van in which the cars would be transported, together with two twin-o.h.c. Norton engines, while Brandon and Brown were each to provide one complete car, including similar engines; all expenses and any prize and starting money were to be divided equally between the three partners. The cars were new 1951 Mark V models, Brandon's being the descendant of one of the first two Coopers, with which he had started racing, while Brown's was similarly the successor to that with which he had been launched into the sport two years previously by Midlands sportsman Bob Hamblin.

Tuning the Nortons

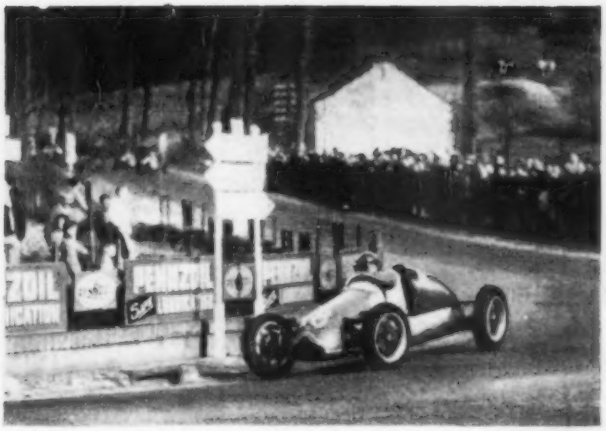
The services of two of the best-known Norton experts were utilized for engine tuning; Brandon's was tuned by Steve Lancefield, and Alan Brown relied on the skill of Francis Beart. Considering the amount of racing done and the high degree of tune involved, a remarkable degree of reliability was achieved; Eric Brandon, for instance, used the same engine—and the same big-end—throughout the season, with the exception of the two races in Germany and one meeting at Brands Hatch.

This, then, was the basis for the Richmond stable; there was nothing revolutionary about it, either in the cars and engines used or the organization involved. Yet the success achieved was immediate and almost sweeping; it is fair to hazard the statement that no comparable organization has ever had quite such a successful first year. Of course, the expenses involved were also high, as much had to be learned by experience—nevertheless, it has paid its way with something to spare.

Success has been achieved in a



Eric Brandon shares the victor's wreath with his wife, Sheila, after winning the formula 3 race at the Nurburgring in Germany in July.





Alan Brown, congratulated by Jimmy Richmond, Michael Devlin and Freddie Sirkitt, after his victory at Luxembourg in May.

The winning Cooper taking a corner during the race at Luxembourg, which was the first Grand Prix to be run for formula 3 cars.

HONOURS FOR HALF-LITRES . . . . . continued

majority of the important international formula 3 meetings; Eric Brandon won the race which formed part of the international *Daily Express* Trophy meeting at Silverstone, with Alan Brown second; Brown won the Luxembourg Grand Prix (run as a formula 3 event for the first time in 1951); Brandon scored again in the 500 c.c. race which preceded the German G.P., with Brown second, while the positions were reversed at Draguignan in France and, almost at the end of the season, at the Grenzlandring in Germany. Finally, Eric Brandon won the 500 c.c. event at Madrid in October, just to round off the season.

In this country, victories were scored at Silverstone, Boreham, Brough and Brands Hatch; only Goodwood proved somewhat recalcitrant (at the May meeting), and even then Brandon took second place, beaten only by Stirling Moss. In all, sixteen first places were scored in major events, while heat victories and other placings amounted to a further forty-one! Eric Brandon won the *Autosport* Championship for formula 3 racing (scored on a points basis); Alan Brown carried off the *Light Car* Trophy, while they finished third and second respectively in the running for the coveted B.R.D.C. Gold Star award for road racing, which was, of course, won by Stirling Moss.

1952 Plans

Small wonder that the *Ecurie Richmond* plans an even more intensive season for 1952. This year, in all probability, and if finance permits, in addition to formula 3, the stable will commence operations in formula 2 circles, using for the purpose examples of the new 2-litre Bristol-engined Cooper single-seater racing cars. But it is not as if the principals devoted all their time to motor racing; far from it. Eric Brandon (who, by the way, is now 32 years of age) is a director of a firm of electrical contractors; Alan Brown, at 31, has to fly back and forth to race meetings from his position with a prominent firm of commercial vehicle manufacturers, while Jimmy Richmond, the youngest of the three at 28, is a public works contractor in the Midlands.

Much of the credit for the team's success, of course, rests with the mechanics, the two most concerned being Michael "Ginger" Devlin and Freddie Sirkitt, who have given so much time and trouble to the preparation and maintenance of the cars. And valuable assistance has been received from the accessory and component manufacturers.

It only remains, therefore, to wish the *Ecurie Richmond* as successful a season this year as they had last; nobody could justifiably hope for more! J. A. C.

SUCCESSES OF THE ÉCURIE RICHMOND IN 1951

Luxembourg G.P., May 3: (heats) E. Brandon 2nd; A. Brown, 3rd, (final) A. Brown, 1st. **Silverstone race (International "Daily Express" Trophy meeting), May 5:** E. Brandon, 1st; A. Brown, 2nd.

Draguignan race, June 24: (heats) E. Brandon, 1st; A. Brown, 1st; (final) A. Brown, 1st; E. Brandon, 2nd.

Nurburgring (German G.P. meeting), July 29: E. Brandon, 1st; A. Brown, 2nd.

Grenzlandring race, September 9: A. Brown, 1st; E. Brandon, 2nd.

Madrid race, October 21: (heat) E. Brandon, 1st, (final) E. Brandon, 1st.

Brands Hatch race meetings: April 8: (heats) E. Brandon, 1st, 1st, (finals) 1st, 2nd, 3rd, A. Brown 2nd, 3rd. **April 21:** (heats): E. Brandon, 1st; A. Brown, 1st, (finals) A. Brown, 2nd, 3rd; E. Brandon 3rd, 1st. **May 12:** (heats) A. Brown, 2nd, 1st; E. Brandon, 1st, 1st; (finals) E. Brandon, 1st; A. Brown, 2nd. **August 6:** (heats) E. Brandon, 2nd, 1st, Championship race, E. Brandon, 5th. **September 22:** (heats) E. Brandon, 1st, Championship race E. Brandon, 2nd.

Goodwood race meetings: May 14: (heats) E. Brandon, 1st; A. Brown, 1st (final), A. Brown, 2nd E. Brandon, 5th.

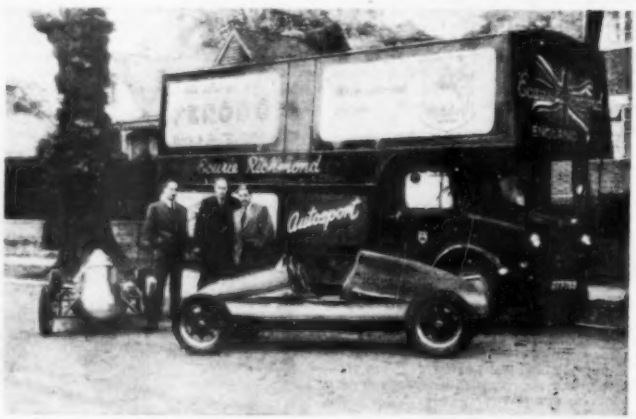
Boreham race meetings: May 19: (heats) E. Brandon, 1st, (final) E. Brandon, 1st. **June 30:** (heats) E. Brandon, 4th; A. Brown, 1st; (finals) E. Brandon 1st; A. Brown, 2nd. **August 11:** (final) A. Brown 1st.

Silverstone race meetings: 100 mile race, August 18: A. Brown, 1st; E. Brandon, 3rd. **Sunbac, September 1:** E. Brandon, 1st; A. Brown, 4th. **September 22:** (heats) E. Brandon, 1st; (final) E. Brandon 1st.

Ibsley, August 4: (heats) E. Brandon, 2nd, (final) E. Brandon, 3rd.

Gamston, October 6: A. Brown, 2nd.

Brough, October 7: (heats) E. Brandon, 1st; A. Brown, 2nd; (final) E. Brandon, 1st.



Two Coopers, one Bedford van, and the three principal actors—Eric Brandon, Jimmy Richmond and Alan Brown.

The Long Way Round

AUVERGNE DETOUR MAY DECIDE MONTE CARLO RESULT: HAZARDS OF THE COL de BRAUS REGULARITY CIRCUIT

THE elderly, sometimes ailing, but always wealthy visitors who form the bulk of the wintertime population of Monte Carlo are at present being joined for short periods by younger and more vigorous characters who go out for spells of concentrated motoring and come back to talk earnestly in a variety of tongues about times, distances, gear ratios and carburettor settings. These are the competitors in the 1952 Monte Carlo Rally who are having a preliminary look at the circuit for the regularity test, which will decide the results if the Rally has not been won decisively on the road section.

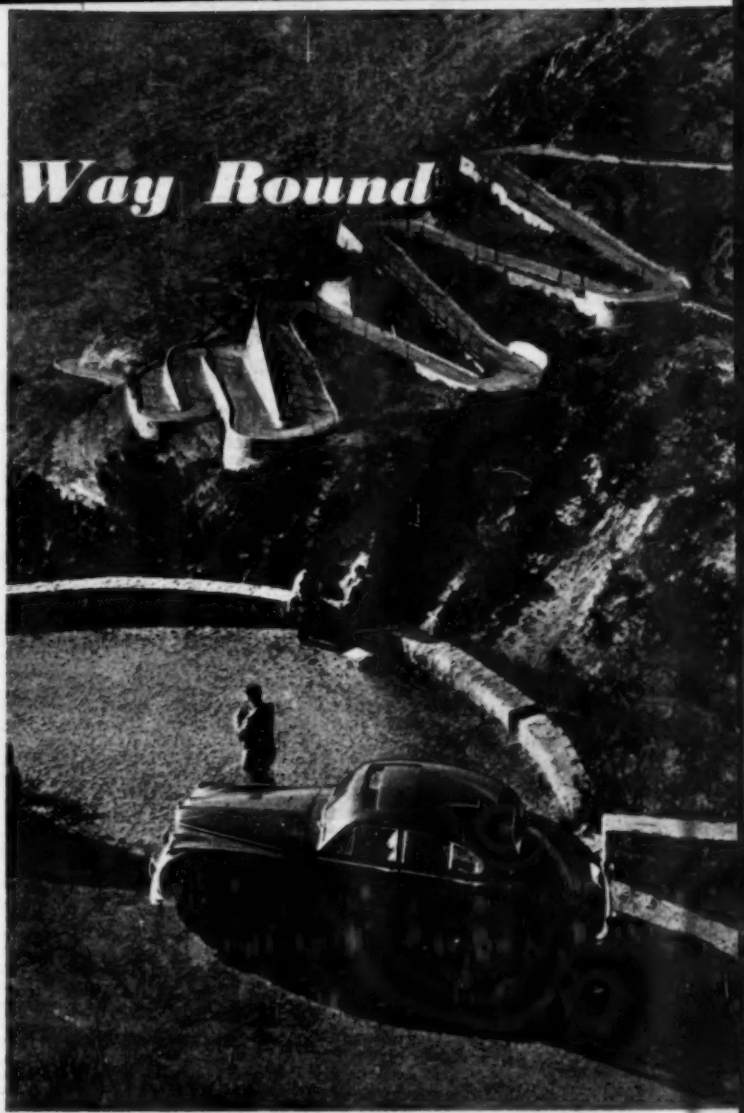
I have just been out for a run over the course with Ian Appleyard in a Mark VII Jaguar saloon of the type which he and I will be driving, the third car of the team being captained by Walter Waring, the new British trials champion. We had a brief look at the more difficult sections of the route to Monte Carlo and were able to hear the latest news from Anthony Noghès, organizer of the Rally at Monte Carlo.

The Great Days

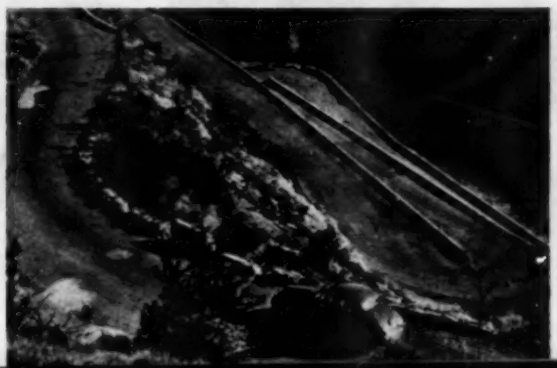
The Rally has greatly changed its character since pre-war days when competitors could start from distant points in Greece, Finland and Esthonia. In those days they usually encountered their greatest difficulties soon after starting, and once in France conditions became progressively easier as they neared the sunny Mediterranean. Nowadays, with Europe split into wary armed camps, the approach runs are shorter and in order to introduce greater difficulties the route has been diverted into Auvergne, so the most difficult part of the Rally is now near the end. This gives an advantage to the French competitors, who are on their own ground, but a British win would undoubtedly be popular after a lapse of twenty-one years, and M. Noghès is trying hard to provide all information which will help those competitors who cannot see the course in advance.

The other point about the evolution of the Rally is the progressive stiffening of the regulations to ensure that the competing cars are as close as possible to standard touring models. This year there is even talk of demanding that all nave plates shall be carried on the wheel hubs where such plates are fitted as standard.

To average 50 k.p.h. (31 m.p.h.) for



Most difficult section on the regularity test at the end of the Monte Carlo Rally is the Col de Braus. The view above shows the "lacets," so named from their resemblance to bootlaces. Very few cars can maintain the required 31 m.p.h. average while climbing through this bewildering succession of hairpins. The descent on the far side, shown below, is nearly as difficult and on the road in the shadow along the distant mountainside, ice lurks to trap the unwary. This circuit will be tackled only by the 50 competitors with the lowest road penalty marks. There will be more if at least 50 have clean sheets.



THE LONG WAY ROUND: Contd.

2,000 miles does not sound particularly difficult, in reasonable weather, but the tempo is increased when the more difficult parts of the route are approached by sprinkling the time controls more thickly. It thus becomes impossible to utilize time gained on the easy sections to take things easy on more difficult parts. The diversion of the route this year from Clermont-Ferrand to St. Flour, plus the introduction of a time control at Le Puy, will make the Auvergne section of the route extremely difficult if the weather is bad and it may decide the result of the Rally. On the run down from Clermont-Ferrand to St. Flour the road climbs to a height of 3,600 feet at the Col de la Fageole, a bleak eminence where the road was blocked for nine days last winter by drifting snow. At several points, both before and after St. Flour, a winter route has been staked out, taking the road over the shoulder of the hill, when the normal road runs through a cutting where it could be blocked by drifting snow.

St. Flour, historic capital of the Auvergne heights, is where the real difficulties will start, however. The official distance from here to Le Puy is based on the route via Vedrines-St. Loup, Pinols, Langeac, Siaugues, St. Jean-de-Nay and Chaspuzac, but it is frequently high and exposed and towards the end the road becomes narrow, sinuous and very difficult when conditions are icy. The section between Vedrines and Pinols is frequently blocked with snow but will be kept open specially during the Rally. The tortuous final section can be avoided by keeping left at 3.7 kilometres past Langeac, where the official route turns right. This involves a short detour via St. Eblé before joining the main road from Clermont-Ferrand to Le Puy, which is already familiar to competitors in the 1951 Rally. It increases the distance by perhaps 5 kilometres, but it may pay, because of the higher speeds which can be maintained.

From Le Puy to Valence the route on which the official distance is based runs via Le Pertuis, Tence, St. Agrève and Lamastre, but it is extremely tortuous, winding up and down through forests, or along unprotected shoulders of hills. Competitors on fast cars will probably travel over 20 miles at a time on this route without ever getting into top gear. A considerable saving in time can be made by turning southwards in the village of Brives-Charensac, 4.7 kilometres after leaving Le Puy, continuing via St. Julien and Mars. This was done last year by several British competitors, who were delayed for a short time by snow on the high portions but still had plenty of time in hand as compared with those who went by the longer route. The road is not only 15.5 kilometres shorter, it is also comparatively straight and open. Unfortunately it passes across windswept uplands and is very quickly closed by drifting snow and it is therefore risky to take this route unless very recent information on its condition is available at Le Puy.

Beware of Snowdrifts

When I tried to reconnoitre it a year ago, it had been blocked for ten days, but this time I was able to cover it with great ease, saving a great deal of time as compared with the longer route, which was covered with ice for considerable stretches. The descent from Lamastre is common to both these routes and with ice on the road and the addition of fog, as I experienced it, it is very difficult to maintain the 31 m.p.h. average. If conditions are really bad there is an easier but longer route to the north, branching off at Yssingeaux and continuing via Montfaucon, Riotord, Bourg-Argental, Andance, Sarras, Tournon and St. Peray. There is a southward loop on this route via St. Julien-Vocance, Villevocance and Annonay, which is reached by turning right just after Montfaucon, but it is rather risky as it is frequently blocked by snow near a village which bears the appropriate name of St. Bonnet le Froid. The northern loop via Bourg-Argental adds approximately 18 kilometres to the official route. I did not have time to examine either of these alternatives, but the French Press is recommending the northern loop as the most reliable route of all if the conditions are really bad.

The policy of providing maximum information for foreign entrants is being extended to the regularity test, which will take place over a circuit of approximately 74.4 kilometres and is in four sections to be covered at an average speed of exactly 50 k.p.h. (31 m.p.h.). There will be two controls en route which will be announced only the day before the competition, to put overseas competitors on an equal footing with the French drivers, and there will be several additional secret checks, one of which will count in deciding the result.

Latest checks show that the exact length of the circuit is a few metres short of the figure originally published, but the correct distance will be communicated to every competitor, together with a schedule showing the exact distance of each kilometre stone from the starting line, commencing with the first stone which is on the right as competitors begin their rush at Mont des Mules only 70 metres from the start. The organizers are making sure that every stone is visible; at least one stone has been found to be missing and will be replaced before the day of the competition, but the stones on the military road D.54 will still call for sharp eyes if the navigators are to spot them at speed, for they are just unpainted stones jutting up from the retaining wall without the usual red tops.

Another important point is the decision not to include time checks in the first five kilometres after towns or villages. For the purposes of the event, the places so classified are La Turbie, La Trinité, Drap, l'Escaréne, Touet de l'Escaréne and Menton. Some of these "control free" areas overlap and the net effect is to place approximately 24 kilometres of the total route "in baulk." Competitors will, however, be very busy maintaining the correct speed all round the circuit, for they must come out of the "control free" areas on time.

The initial climb up the Mont des Mules has reasonable space between the hairpins and can be achieved at the required average without much difficulty, but a control just before or just

In the week before Christmas, repeated hoar frost had formed an ice coating on the descent from the Col de Braus and the road remained slippery as far as Castillon.



The tunnel at Castillon marks the beginning of the long, difficult downhill run to Menton, on which brakes and horns will be in continual use.





Several parts of the regularity circuit are narrow enough to make overtaking difficult when cars are travelling fast, and blind corners add to the difficulties. Some sections will be closed to other traffic.



Among several tricky sections on the descent from La Turbie through Laghet is this narrow bridge of only single-car width, following a succession of difficult corners.



The 74-kilometre regularity circuit which may decide the Monte Carlo Rally placings. The more difficult groups of hairpin bends are specially indicated, as these are the points where most time will be lost. Shading indicates the mountains which keep the sun off the northern part, producing the risk of ice on the road.

after one of the hairpins could catch many people out. Here, as elsewhere, it is impossible to get the larger cars round the hairpins at 31 m.p.h. so that to maintain the exact average they must go into the hairpins early or come out late and may be trapped accordingly. The dive downhill from La Turbie, via Laghet, is difficult, narrow and twisty and may be icy as it is shaded from the sun, but the road soon opens out and it is plain sailing through La Trinité, up the main road, through the river valley to La Pointe. There are several hairpins on the climb up the Col de Nice which could trap the unwary, but the road is wide and the distance between them should make it possible to maintain the exact average. The main interest of the circuit naturally centres on the difficult Col de Braus where the road zig-zags up the face of the mountain through a close succession of hairpins which makes it almost impossible for any car to maintain the required average. There are sections where there is just not room to get out of bottom gear between one corner and the next. The initial approach is through five hairpins which are still in the "free" 5 km after Touet, but they will cost a dangerous loss of time unless they are tackled with a few seconds in hand.

Farther on, the last eight hairpins come in quick succession and it is here that most people expect the one or more time controls. A control may be put at the top to catch people who have lost time on the climb, but of course there could be one at the bottom, to trap those who are trying to tackle the climb with time in hand. A third and interesting possibility is a control part of the way up. There is a rule to prevent people blocking the road by slowing down just before time controls, which says that the last 200 metres before a timing point must be covered in not more than 20 seconds. At some points on the Col de Braus this could be very nearly impossible in itself even with the cars driven flat out, and a control placed among the hairpins could penalize many people on two counts, for early or late arrival and for failure to cover the 200 metres in the required minimum time.

The descent is almost equally difficult, with another succession of hairpins and sharp corners, and it suddenly introduces a new hazard as the road switches along the northern face of a mountain. It is in shadow here during the whole of the winter day and there is a considerable danger of ice or heavy hoar frost which will make things very tricky for competitors trying to maintain their speed through the sharp downhill corners. This ice danger continues right along the difficult and narrow military road D.54 until the last hairpin, where the road turns back on itself before diving through the tunnel at Castillon. Fairly hard driving is required to keep up the speed over this difficult section and ice will greatly increase the hazards.

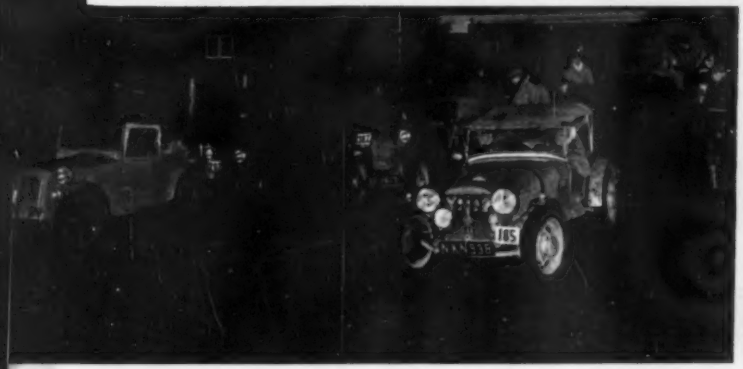
From Castillon onwards the route begins a hectic descent of 20 miles and as this is part of the main road from Menton to the Italian frontier it may not be possible to close it. There are many narrow, blind corners round overhanging walls of rock, which make it impossible to discern oncoming traffic. Ceaseless acceleration and braking are going to punish the car severely and considerable care will be required if competitors with failing brakes are not to come round a blind corner and find themselves confronted by a heavy vehicle making the ascent, should it prove impossible to close the road to normal traffic.

There is a nasty series of hairpins on the second and third kilometres out of Castillon and lower down there are several other groups of narrow blind corners in quick succession. It is fairly easy to maintain the required average over the whole distance from Castillon to Menton, but to be exactly on time at every intermediate point, in expectation of being timed at a secret control, is a very different matter and, to say the least, is going to demand strong nerves and good brakes.

G. W.

STORMY NIGHT, FINE DAY

EXETER TRIAL ATTRACTS BIG ENTRY OF PRODUCTION CARS



Breakfast halt before dawn at Exeter. (L. to r.) J. H. Ahern's "Spadger," H. J. Kingwell's Austin A.40 and an Austin Seven (A. G. Curwen), and G. M. Boyes' Batten.



On Higher Rill; officials brief J. H. L. Bingham (Austin Seven).

THE great storm which passed over Britain on December 28 transformed the night portion of the M.C.C.'s Exeter trial, the journey to Exeter from Plymouth, Stratford-on-Avon or Virginia Water, into something of an adventure. Squalls of great violence brought rain which shone in head lamp beams like silver rods, cutting down visibility, and, although actual floods were of a minor nature, road drainage could not carry off the water, which lay in sheets on the surface. Time and again a car would slow suddenly with a roar, and a wave of white water climb over the bonnet end and run off, while a sudden chill about the legs proclaimed the imperfections of pedal seals. Driving snow and sleet were met on some sections.

A wild night indeed, not free from minor accidents. But it was followed by a perfect day of blue skies for the Exeter to Bournemouth section, via Dartmoor and some famous test hills.

Over 140 cars were entered (and 117 motor cycles) in the most pleasing variety of sports cars, family saloons both ancient and modern, f.w.d. Citroens, one or two quaint antiques, a Silverstone Healey, a big Jaguar and a Riley or so (rather too big, when they got stuck!) and a sprinkling of trials specials, in no trouble from the hills but ill protected from the rain.

Fingle Bridge, the first observed climb, which has no escape road, produced rather a long delay, with such a big field. The lower bend was slippery and the second bend (after a stop and restart) steep and awkward. Only the more able cars were good enough for this, but the hill is well known and good attempts, at least, were made by the majority. Stonelands was easier: the first five, all sports cars, climbed well, gripping on the stony surface under the film of leaves; but the next, G. Cottles' Lancia Aprilia, stuck in spite of a keen passenger's arm protruding through the window and hauling desperately on the ferns in the bank! Do the rules allow this? The climb was difficult enough to stop many.

Morgan Hat-trick

The surface of Simms was hard but slippery, and here the Morgan team was seen to advantage, shooting up 1-2-3, and the effortlessness of the big Allards, not now seen in the "specials" trials, was demonstrated by G. Wood. Two Citroens stuck very far down the hill but, owing to the smartness of the gang operating the wire from a tractor winch, they, like other failures, ascended nearly as quickly as those who climbed non-stop. An Anglia (Mrs. S. J. Fleetwood) appeared and rocketed up, to the amazement of spectators who were not aware of its Ten engine and big 5.25in tyres, followed by another Anglia Ten, with J. Fleetwood and 5.00in tyres, which failed. Another distinguished Ford spectator-surpriser in the trial was the venerable Eight of K.D.L. Lewis, making fast climbs with the aid of a blower.

The appearance of an Austin A.90 saloon (M. K. Roberts), very new, created interest. It did well, benefiting equally from ample power giving a speed which carried it over individual ledges, holes and soft spots, and, in the last resort, soft rear springs which made bouncing by the occupants extremely effective. A Consul was less impressive: the light rear end and small wheels did not give a good grip, and human and other ballast, and bouncing, were not exploited.

Higher Rill, as its name implies, is wet, but firm and rocky. It is taken from a standing start near the steep part, which does not leave slower cars time to get going very well, although it is a section up which sports cars and the more

Tug of war with C. H. Taylor's Vanguard on Stonelands. The anchor-man uses a tree.

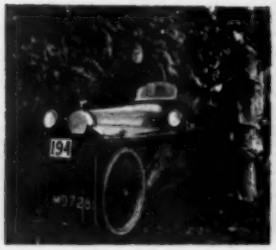


One of the H.R.G. entries, the 1½-litre of H. Gilling, climbs Simms.





Morgans showed up well. E. P. Huxham's is here seen on Cocknowle.



Still surviving at a late stage—the belt-driven Tamplin with W. Boddy and N. A. Smith.



E. A. Jauncey (Vauxhall Velox) swings wide on the rocky bend in a good attack on Cocknowle.

powerful family cars can rocket. Harcombe, an easy climb, was used for a restart test which was a little difficult.

The trial was running late but proceeding smoothly with no serious delays after Fingle's great queue, and the latter part of the field tackled Knowle Lane, soon after passing through Bridport, by head lamps. Even for the West this is a remarkably deep lane, which was very wet at first but dried out as the day wore on; it has a good surface. The main hazard is a steep bit at the end, but it is preceded by a gentle slope, and it bothered only those who neglected to hurry.

Bad for Ducks

The trial ended with Cocknowle Hill, half-way between Bournemouth and Dorchester, and a climb more reminiscent of the M.C.C.'s hills in North Devon than the firm but greasy lanes of the Exeter trial. It had a straight ascent with ruts, and was uneven enough to produce fearsome scraping noises from cars cursed with a low, downswept tail panel or generally low ground clearance. Farther up there was a steep and rather rocky bend.

With such a vast entry—263 with the motor cycles included—and so great a body of officials' reports to digest, the club is taking its time over the results, and rightly: suspense is better than misunderstandings and disappointments. But there should be a good crop of awards going to normal production cars.

Many motorists are tempted to enter this club's classic trials and wonder if their cars are suitable. A sports car is; three-speed small cars need extra power, a blower, or, in the Ford Anglia, a Ten engine; the pre-war "family Twelve" type of car is all right if it has a low bottom gear and big tyres such as were standard on many Austins, but thinnish tyres such as the 4.50in do not give enough grip, even partly deflated—5.25in tyres will give a small car generous grip. Large and heavy coachbuilt saloons do not have grip and are unhandy for steep corners, as at Fingle, and if they have low tails which in ordinary use scrape in entering drives and reversing near kerbs, they should, perhaps, be kept out of trials. The post-war integral construction saloons of the 1½-2-litre class are quite good, with a passenger or so and suitcases in the back, and have ample ground clearance (Vauxhall, Singer, Standard and suchlike). Competitors will always advise a beginner, who can also watch how others climb.



The tougher element, represented by J. R. Cond's special with spade and spare chimney, approaches Simms.

A Jowett Javelin (R. M. Barford) passes the man with the tea can on the top bend of Fingle.





Pentewan village and beach from the comparatively new section of road between St. Austell and Mevagissey. In summer Pentewan beach is popular with caravanners.

CLEAR ROAD AHEAD: WINTERTIME ESCAPE BEYOND



Study of a noble radiator with a Dartmoor background.

JUSTIFICATION for the title can scarcely be claimed for the early stages, at the London end, of a pair of wintertime journeys to Cornwall, but can certainly be advanced for some hundreds of miles covered west of Exeter. Justification for the trip was purely personal—it was necessary to have a break from the normal round if it—and oneself!—were to remain endurable. It is, of course, almost unfashionable to show any enthusiasm for motoring in this country nowadays, and it must be admitted in support of Continental escapism that within a radius of, say, thirty miles round London currently lie only irritation and frustration if to enjoy driving is the aim, as distinct from mere transport. But the West in winter is another story—the very area that with the number of cars at present potentially circulating one hesitates to visit between June and October.

Bait in the driving sense was attractive, with the opportunity of using the latest thing in Mark VI Bentleys, with the 4½-litre engine distinguished externally by the twin exhaust tail pipes. This was followed a fortnight later for the companion run by a new model that had been eagerly awaited, the Ford Zephyr Six, which there had been no chance to sample adequately in other connections while the Road Test for *The Autocar* was being carried out a little while previously.

The most auspicious start to a 250-mile run during the short winter day is perhaps not provided, especially when some four thousand pounds' work of motor car is concerned, by a London Transport bus in the suburbs taking a crack at a front wing while turning across the bows of the Bentley stationary at traffic lights; but there is a comfortable feeling of right on your side when you are able to summon a policeman to the scene without moving the car and obtain his witness that the said car was standing in a normal position while it afforded a sitting target. In the end I almost felt sorry for the bus driver, who was a nice enough fellow; he misjudged things by so little, and caught the wing with his right rear tyre edge.

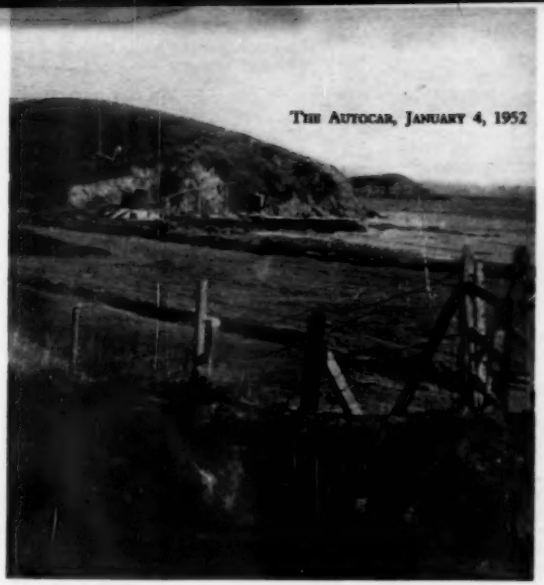
Arising out of this little incident I cannot help liking the Rolls-Royce dictum, springing from a hard school for their own drivers. This holds that if you are in charge of a Rolls-Royce car and have an accident while you yourself are moving then it's your fault; if you are in charge of a R.-R. car and there is an accident while you yourself are stationary, then *perhaps* it is not your fault! Let this not be taken too literally to the extent of anyone thinking that he can engage in accidents with officially driven Rolls-Royce cars without fear of liability falling upon the party of the first part; but as put to me in this instance it had its humour value.

In no way was the Bentley affected by the conflict other than by receiving an undignified cauliflower wing, and that could have been a great deal worse than it was. As a matter of fact, three days after this Cornish jaunt the car was back in the charge of its own people and travelling, pristine again, at high speed around Belgium and Holland and France. To Exeter, about 170 miles, as the key to Cornwall beyond, can scarcely be regarded as an incident in a Mark VI, but after Bournemouth, where a substantial halt punctuated the smooth, if headlong, progress the rain was thick and vertical—or would have been but for a howling south-west gale which lashed it against the windscreen. Yet throughout it was possible to drive without a topcoat, because of the efficient heating system, which unobtrusively but efficiently dispenses warm air from beneath the seats, as well as keeping the screen clear of misting. It is a considerable asset to be able to drive without the encumbrance of even a raincoat on a longish journey—more so than perhaps some people appreciate. By 10 p.m. the Bentley was on the steam ferry from Devonport that takes one across the Tamar estuary into Cornwall at Torpoint; some thirty miles of tricky and virtually unknown road lay ahead—that is, tricky at night from the point of view of trying to hold what so far had been a worth-while average.

All to Oneself

It was still raining, but already almost clear road conditions had set in and it was refreshing to drive miles at a stretch without dazzle. One has forgotten, if conditioned by the state of affairs farther east, that such pleasant motoring is enjoyed in the winter by those fortunate enough to live in the more civilized provinces of this land.

Subsequent use of the Bentley was devoted to what



A Bentley thus encumbered and with the produce and fare of the country took its way back to London by the route that crosses Dartmoor, A384 from Tavistock—which broad-streeted town close to the Tamar's dividing line of Devon from Cornwall claims Sir Francis Drake—and then B3212, which runs across the real moor from Two Bridges to Moretonhampstead. In winter, even on a clear day that offered patches of blue sky to break the general grey, the brown folds of Dartmoor are a good deal more impressive than in summer. For one thing one has it all but to oneself, and the wind blows keen and clean. Nearly the only motoring encounter was the passing during a halt for photographs of a Rolls-Royce, the occupants of which somehow had the air of being similarly that rare and eccentric bird, the tourist in his native land in winter. Visions occurred of later interest on the road home should Bentley find Rolls-Royce farther east, and of one of those sometimes pleasant encounters developing that enliven a run of some length. Stops with the camera and the excessively winding road as one drops away from the moor after Moretonhampstead, plus the chance of the variety of routes that can be followed east of Exeter, even assuming that the sister car was also London bound, left him the advantage of his lead over the sports version and ruled this out.

One of the oddities of the English climate gave on this day a morning when it had been pleasant to take a walk in Cornwall before climbing into the Bentley, dry roads, and, as already indicated, conditions in which photographs could be taken up to early afternoon, and still no rain until an early teatime, while in the London area the Brighton veteran cars' run had been held under water—almost literally. A check at Ilchester, on the A303 route which provides a good alternative to the more fussy A30 east of Honiton, failed to find another antiquarian bookseller at home, and at this, the half-way point, there was every reason

THE TAMAR TO GOOD MOTORING

happens to be a personal peculiarity of using a car as the ideal adjunct to the pursuit in far places of antiquarian books—books, that is, about anything but motor cars. One object of the present journey was to seek out in as delectable a place as Mevagissey, on the south Cornish coast, in a house set amid the attractive higgledy-piggledy of that fishing village and summer show place a purveyor of old editions, a scholarly collector and author of collations of Ben Jonson and Shakespeare folio editions, the possessor of a Shakespeare second folio and of many other old books of interest to those bitten by the insidious bug of book collecting.

Bridging an Age

Herbert Ford long ago withdrew from the hurly-burly of true commercial bookselling to such pursuits as keeping bees, growing fruit and studying old books. It was part of the break to be enjoyed by one normally soaked in cars to talk to someone, though having an open mind—and incidentally an agility of both brain and person at 83 which might be envied by some twenty years younger—who had no particular use for cars and, I believe, had not travelled in one since the days when they were comparative novelties. Almost could I identify him with the era of Kipling's Lanchesters of the tiller-steered pattern, except that in a book sense this did not seem to ring true, for, by choice, books later than about 1800 scarcely enter into Mr. Ford's reckoning.

I am not sure now whether we reached agreement that perhaps it would have been a happier world without the internal combustion engine; yet I believe that had he been able to come with me down to the car park where the Bentley had been left because of the inaccessibility of his house, guarded by narrow right-angle turns forbidding the entry of a big car, and had he travelled in it through the Cornish lanes, he might have seen a different picture late in life. In point of fact, it proved possible, at a second visit, to penetrate to his very door with the more agile Zephyr, after this active octogenarian had insisted late at night on accompanying me to the car park down below. There was something intriguing in giving even so short a ride in one of the most advanced products of the 20th-century motor industry to someone of intelligence who had remained so much out of touch with cars; and then to load it with ancient tomes in musty leather of the 17th and 18th centuries.





Portholland, all but deserted in December. This cove, approached by narrow lanes, is one of the less frequented on the Cornish coast. The chapel on the right of the picture has doors and windows on the windward side steel battened against winter gales. Insert is a sign that confronted the Zephyr here. Owing to narrowness rather than gradient, its warning had to be respected.



The huddled cottages of Mevagissey—a traditional Cornish fishing village of the south coast—in bright winter sunshine.



In memory of Drake, world circumnavigator and Elizabethan buccaneer, at Tavistock.

CLEAR ROAD AHEAD: *continued*

to feel satisfied with the average speed, after a leisurely start and no great pace used as yet. You cannot have everything in winter motoring which gives you clear roads in the touring areas thronged in summer, and the short day is, of course, one of the drawbacks.

At an early evening hour, which made it difficult to realize that a journey had been covered for which many people start at crack of dawn even in these days, the Bentley pulled into the home garage, its mileometer registering only 237 miles for a journey that is known to be not less than 249 by any combination of routes. This was on an instrument that as regards the separate speed recording mechanism showed only 98 when the car was being checked subsequently in Holland to be travelling at a round 100 m.p.h.

Always has it been said that you must go on a journey of at least 200 miles to bring home to you what these cars have that give them a pull in return for the outlay. No modern car is unreliable, but with the Crewe product there is an additional feeling of utter dependability, so that you do not even begin to reflect upon awful possibilities on strange ground late at night when it is seething with rain. So much was this so, with past experience of the *marque* in mind, that on the outward run I contemplated the lonely Dartmoor crossing late at night and decided against it in favour of A39 to Plymouth only as offering the possibility of mist that was just not worth risking when wishing to arrive at a reasonable hour. It is a comforting feeling for those with the well-being of a car in mind to be able to give it regular chassis lubrication while on the move, especially on roads that are half-awash, by lazily depressing a pedal in the driving compartment. That on other less expensive cars something similer on perhaps slightly less elaborate lines is not provided more frequently, maybe to the exclusion of more meretricious equipment, is a perennial puzzle.

The corresponding Zephyr run, with longer spent in Cornwall, started more conventionally—that is, no buses hurled themselves at the more modest mount. Perhaps it might be emphasized that it was by specific request that the Zephyr was selected for the return visit to Cornwall. Rarely, if ever, has a brace of new models been introduced by a famous manufacturer so fundamentally different from his former products and so immediately creating almost a furore, appealing to the intelligentsia of motoring as well as to those primarily interested in value and seating capacity. But that is the position Ford have attained in one year with the Consul four-cylinder and the Zephyr six-cylinder. Those who judge a car by the way it goes round corners—in other words, the experienced critics of the safety factor of a car—are as enthusiastic as those who see the new models as merely the latest products of Dagenham and therefore likely to be good things.

The Little Portbs

It was not my intention to institute a direct Rolls-Royce-Ford comparison, for what would be the point when prices and purposes so dissimilar are involved? Moreover, the to and fro routes were to be varied from those of the Bentley run. The Zephyr was luckier with weather and, its size being suitable, it was used for re-exploration of a good deal of the south Cornish coast, the kind of motoring that involves following tortuous lanes for miles until with a more or less sharp drop they bring you to a remote cove that holds a fishing village, such as tiny Portholland with a telephone kiosk and electric cables as the only signs of current ways of living, or the more developed Porthscatho, both in the triangle St. Mawes, St. Austell, Mevagissey. Sometimes you must go back the way you came, then to peel off from the more main road once again a few miles on and repeat the process. Particularly was it desired to see again a part of the coast that had left the pleasantest memories from a summertime visit soon after the war—south-west from Megavissey to Gorran Haven and then in and out of the cove-ensconced fishing villages towards St. Mawes on Carrick Roads, opposite Falmouth.

A feature of Cornwall that often surprises the stranger is that neither the Channel on one side nor the Atlantic on the other is ever far away, and, indeed, both can be



At the foot of Bluehills Mine, ever memorable in the minds of the older trials enthusiasts.

seen from the road as the county tapers down around Penzance. It is a humid climate where in December in a sheltered garden the strawberry still thrives, the fuchsia can be found in bloom and the hydrangea is barely faded from its luxuriant pastel colouring of late summer; and where the turquoise blue of the sea over the light sand of Pentewan beach was something unexpected on a sunless winter afternoon. One feels, indeed, in this land "beyond England" that the spring flowers are not so far away even on the wrong side of Christmas.

The geography of the county was used on this same day to run the Zephyr northward to the other coast, to indulge a nostalgic wish to look at Bluehills Mine, the hill which from pre-war classic trials of the M.C.C. has left the sharpest impression. At Perranporth, the jumping-off point for this hill, we stopped at the garage that used to be Donald Healey's, where the Land's End Trial had a check point. We took on petrol, enquired how Bluehills was these days and reminded the cheery pump man (who didn't, incidentally, offer in this independent-minded county to clean the windscreen or check the oil level, a fact for which we were grateful) of the Land's End of the 'thirties. Donald Healey, we were told, is still seen sometimes in Perranporth in his current product, and we were duly shaken by the reminder of time passing all too rapidly when the garage man commented that "those days, when Don Healey was running this garage, were long ago."

Some casting about after the climb out of Perranporth was necessary before finding the still familiar descent to that eerie valley whence starts what I always felt to be one of the most exciting climbs in British competition motoring in the days before trials became crazy, and the field of only the freak car built specially for them. Between the old stone buildings that lead to the descent the Zephyr was a tight squeeze—in the past it had usually been a Midget or a 'Nash, or something slim, like its occupants then. Nor do I recall in the past having to take two bites at the unguarded sheer-drop hairpin on loose shale that takes you down to the little bridge under the shadow of the disused mine shaft that gives the place its name. Thence M.C.C. competitors used to be given—and probably still are—a standing start for the hill. Of course, the old hill with the famous rock-guarded left-hand hairpin is no longer used for the modern somewhat truncated Land's End, but instead the affair that goes sheer up the hillside, the private property of the club, and, thank goodness for the sake of current prestige, not open to us.

One wondered, looking at it in the heightened effect of failing light which is exactly as one recalls Bluehills of old, how a car got up there. But it was still amusing to take the old hill in the modern saloon. As the wheel went over for the hairpin with the reputed 1 in 3½ gradient on the inside, and the power came off and then on again, one was gratified to find that the tail went round about the right amount, though there was that usual dreadful moment of doubt, in spite of visibility that for a current car is good in the Zephyr, whether the right front wing would clear the rocks on that side designed expressly to receive it with a ghastly crunch. There is touch-and-go room for a car of any width, but one of the things one likes about the Zephyr is that in spite of its having a front seat that will take three it is not bulky overall. With some spin to check and a good deal of lift of the lightly laden rear wheels the climb was finished energetically, and a subsequent stroll down in what was left of the daylight could not be resisted to inspect wheel tracks and adjudge the course round the corner left plainly marked in the damp surface. It could have been worse, was the verdict.

Cornwall's Straight

Within a few minutes of tackling what used to be one of the most feared of trials hills—though the hillside black with a vulture-like population also played its part—the modern family car that could toy with the old-style trials hill was cruising quietly at 60 over that remarkable stretch of road, for the western counties, across Goss Moor. Here there are about three miles of straight, for some distance in competition with the railway and forming part of the A30 trunk road between Redruth and Bodmin.

And that was the Zephyr in Cornwall, for a book-hunting expedition took it fast by Launceston across Devon to Bideford, where it was a pleasure to be once again among those soft-spoken, smiling people of North Devon; and then soon away over the Tamar again, at the old bridge at Gunnislake, a crossing which used to be regarded as giving entry to England again, from part of it geographically that has never been of it in race. The load that the Ford accepted on this return run is nobody's business, what with books practically by the hundredweight; but tail ballast is good for the Zephyr with its high proportion of front-wheel loading, and the car handled well, with the precaution of an extra 3lb in the back tyres administered by a Glaswegian whose accent was instantly detectable as "foreign" at a garage outside Exeter.

It was at Exeter on the return run that traffic and traffic lights intruded again; it is realized only on returning to them what a relief it is to leave those dictators for a spell. It was there, too, that I first noticed again after several days of respite those who wave their hands out of the window because they are slowing gently for a perfectly obvious obstruction ahead, or who throw out their indicators because they are about to round a stationary vehicle in their path. Why should those things bother one? And yet they do, quite irrationally.

The average crept up as more familiar roads were gained, and by the time we were on home ground, after dark, on the Bere Regis-Ringwood A31 route in Dorset and Hampshire it improved to 90 miles in 109 minutes (49.58 m.p.h.).

Rather more than 1,100 miles within a week brought a vast respect for the Zephyr, which has already received its share of praise and detailed comment. The Cornish trip was immediately followed by a fast out and back 100 miles each way at averages of the order of 46 miles in the hour, with now a good deal more traffic to contend with. The last oil put in was near Exeter, no more being needed for this additional 200 miles covered at about as high an average as happens to have been obtained by this driver over an exceedingly familiar route. A fuel tank that enabled 200 miles of fast driving to be covered without refuelling would be an advantage. The Zephyr impressed enormously by its sheer sound sense; and in detail it converted one driver finally to the merits of horn ring operation in country where blind bends average ten to the mile and in winter the local driver may well suppose that in such thinly populated country in the motoring sense he has the road to himself.

H. S. L.





Top to bottom : A salt spray chamber, kept at 100 deg F, in which a wing has been exposed ; removing panels of various test finishes from a forced drying oven ; and super-polishing with a lambswool muff and a fine abrasive in oil.

Finishes

HEAT, COLD, SALT AND GRAVEL TESTS

THE purpose of a car's finish is to protect as well as to beautify; and it is often sadly true that the most attractive finishes are not lasting.

Over a period of years, the American General Motors Chemistry Department has taken a prominent part in developing better finishes and methods of application. Back in 1920, it required from 15 to 30 days to paint a car, mainly owing to the slow drying processes. With expanding production it became necessary to develop a more rapid method. In co-operation with the Du Pont company, G.M. developed nitro-cellulose lacquer, a rapid-drying paint-type material. As a matter of fact, when the first samples were received they dried before the lacquer reached the test panel and bounced off like hail from a tin roof. However, this was a step in the right direction towards producing the material that has been used on millions of cars and which later enabled General Motors to paint a car completely *in one day*.

Salt Corrosion

A number of devices have been developed which help General Motors scientists to evaluate finishing materials. For example, in northern climates, where salt is used on the streets to melt ice and snow, finish is subjected to the corrosive action of salt for weeks at a time. The scientists maintain at 100 deg F a room in which a fine mist of salt is sprayed on samples. A similar room is maintained at 100 deg F and 100 per cent relative humidity in order to check the resistance of finishes in warm, humid climates. Also, painted panels are placed in a cold room at 0 deg F and then are bent sharply to test the adhesion under these severe conditions.

An instrument known as the "Gravelometer" throws road gravel at the painted part to test the ability of the finish to withstand stones thrown up. "Glossmeters" are used to test the gloss of a finish both when applied and after exposure to the weather. Instruments are used also to measure the hardness of the paint film and the ability to withstand abrasion, and several measuring devices are used to determine the thickness of the finish film.

The usual procedure in testing a new finishing material is to spray it on small panels in the laboratory, taking into account the difficulty or ease of spraying, the drying time, and the amount of thinner necessary to reduce the spraying viscosity. After the panels are properly prepared they are subjected to various exposure tests.

If the material then looks promising, enough of it is obtained for a production test. One or two bodies, or four or five wings, may be sprayed. In such a test, ease of handling in production can be studied as well as the polishing characteristics and patching properties.

It is difficult to realize the magnitude of the paint operations at General Motors. As far back as 1940, the company had used 20 million gallons of paint and approximately an equal amount of thinner. Any slight saving, therefore, either in the cost of the raw material or in the cost of application, amounts to a very sizable sum at the end of the year.

Test panels being bent to a half-cone shape. The progressively increasing bend shows the point of curvature at which a finish will crack.







THE

Eagle

BY GOODYEAR

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TALKING OF SPORTS CARS . . . No. 345

CANADIAN-OWNED O.M.



Oversize tyres (7.00-16in) are fitted, and a pair of Marchal Trilux lamps similar in appearance to the original equipment.

IF the Brescia-built O.M. is a rare car in England now, which I understand it is, then it is fully fifty to one hundred times rare here in Ontario, where vintage sports car interest is virtually nil. In Canada there are no vintage sports cars—just "old" cars. Most Canadians use their old cars as bargaining agents for something more recent or, with hopelessly obsolete models built before say, 1934, the cars are speedily consigned to a breaker's yard as having no market value and being "uneconomic transportation."

With the exception of a scant handful of enthusiasts scattered across the country who do have vintage sports cars, the vintage movement has gained no foothold in the Dominion. To put it bluntly, the average Canadian doesn't like old cars and would regard the ownership of a vintage sports car, as the term is understood in England, as one of the fates worse than death and a serious reflection on his ability to afford a "decent car."

Until I bought the O.M. in Toronto two years ago, I had confined my interest in such cars to reading about them in British journals. I acquired the 1929 15-60 2-litre side-valve six-cylinder special sports tourer from a remarkably durable Britisher, an R.N. officer who had brought the car over with him from England and driven it up from Halifax in the dead of winter. This was no mean feat, as the O.M. is as stark a tourer as they come, sans heater, side curtains and the other accepted necessities for cold-weather motoring in Canada.

I first saw the O.M. from my office window as it passed down the street. Noting briefly that it was (1) a "pure" vintage piece such as I had read about and in fully restored condition, and (2) that it was unmistakably Italian and quite Alfa-like, I took off in full flight to chase it down and see if a change of ownership could be arranged. As it turned out, this was agreeable to all concerned. The Britisher had had his share of cold-weather motoring in the O.M. on the trip up from Halifax, and so had his wife who came with him, and he passed the car on to me when he purchased a Packard saloon, complete with heater and wind-up windows, which he had once (in England) considered very "sissy-like motoring."

The O.M. does not appear to have made as big a mark in the motoring world as some of its contemporaries but it is, none the less, a very interesting car and possesses the qualities which stamp it as one of the high-grade cars of the period. Mine has knife-edge 1½-turn lock-to-lock steering, although this is now on the heavy side with the oversize 7.00-16in tyres, and a delightful Continental centre ball gear shift which makes "cog selection" a joy and, in some cases, an adventure if the timing isn't just right.

As soon as I got the car I corresponded with the Brescia works and with Mr. L. C. Rawlence, former O.M. concessionaire for the United Kingdom. Mr. Rawlence told me that the O.M. might have become a "really great sports car and far better known than it was" if Mussolini had not intervened and directed the company to develop military vehicles and special machinery at the expense of their car programme.

The O.M. works replied to my letter stating they could not exactly trace my particular car, but they believed that it had been delivered to a Captain Fronteras in Ireland in 1929. According to O.M., Captain Fronteras raced the car in what they called the "1929 Gran Premio Dublino and the Turist Strong Belfast." Whether something was lost in the translation I cannot say, but I can find no trace of either race in motoring journals of the period which would have recorded the events. The O.M. firm, formerly known as Officine Meccaniche, S.A., did forward to me an owner's manual which proved very useful for running maintenance. O.M., by the way, are still very much in business and keep two large factories occupied with the production of commercial vehicles, built by the firm under licence from the Swiss Saurer concern. The factory, however, has no spares for its cars, as I tried to locate a set of timing wheels and eventually had to have them cut in Toronto.

Pre-standardisation

A sales catalogue which Mr. Rawlence sent covering my series makes me wonder if the company ever built a "standard" model in the usual sense of the word. It is amazing, but the purchaser of an O.M. in the 'twenties not only had his choice of the usual run of specialist coachwork by leading British coachbuilders, but he also had the option of five different engines and two wheelbases, 9ft 2in and 10ft 2in. The engine choices consisted of the 15-45, 15-60, 15-75 and the blown 15-80. These were side-valve six-cylinder, 65mm × 100mm (1,991 c.c.) units differing principally in compression ratios and carburation. An overhead-valve engine, the 15-85, was offered optionally in any chassis and was fundamentally one of the side-valve blocks with an o.h.v. head.

To continue with the options permitted, all models, with the exception of the 15-85 speed model, which was underslung as standard, were available with either over- or underslung springs and with centre ball or a right-hand gear shift. By the same token, low radiators with coachwork to match could be provided on any chassis when equipped with underslung suspension. Since the cars had torque tube drive, underslinging was accomplished by simply reversing the spring shackles from compression-type to tension-type, leaving the springs beneath the axle. I hope to carry out this conversion on my own car this winter.

My O.M. has required very little service, as I was lucky enough to buy it just after a complete overhaul by its previous owner. The engine was completely overhauled by the Brooklands Motor Co., Ltd. and the crankshaft appropriately treated by Laystall. The crankshaft is an excellent piece of work and is fully machined all over, with integral counterweights. The main bearings are water cooled by extensions in the water jackets down to the main bearing bulkheads or cross-sections in the crankcase.

The block casting is an exceptionally fine display of craftsmanship and indicative of Italian foundrycraft. The cooling is thermosyphon and the spacing of the passages cannot be more than ¼in. In fact, the engine runs so cool that it is possible to place your hand on the head only a few moments after a fast run. I think the extremely thin walls of the block dissipate the heat just about as fast as the water does. The intake manifold is an integral one, cast in the block. Two S.U. units have been fitted in place of the original Zeniths. A detail which never fails to attract the curious are the six little priming cups located along the head, a traditional O.M. feature. I cannot imagine why they were ever provided, as



CANADIAN-OWNED O.M. . . . continued

the electric starter and light-grade winter oil were certainly in popular use by 1929, not to mention carburettors which would function in cold weather. In any event, I have never had to use them and they have long since been sealed up.

The only major snag which I have experienced with the car is the cylinder head gasket. When I bought the car I carried out a top overhaul just to be on the safe side. Since I was unable to re-use the original copper and asbestos gasket I had to make a new one from wire-bound asbestos sheeting. I have since blown ten gaskets with the car, although the head, block surface, head studs and piston travel seem satisfactory. On one occasion the gasket blew in the middle of Ontario's huge Algonquin Park and I had no alternative but to pull the car to the side of the road and chip out a new gasket on a stump from sheeting which I had fortunately brought along. I think the compression ratio has been increased from *circa* 5.5 to 1 to about 6.5 to 1 and is just too much for ordinary gasket sheeting material. I have now ordered a high compression c-and-a-type gasket from a British concern, which I hope will put an end to this trouble. Through experience I can now take the O.M.'s head off in 18 minutes, since the head is secured by 21 studs which are easily reached—what price accessibility?

In view of this persistent gasket trouble I have had little opportunity to try the car for maximum performance. I think it should exceed 70 miles per hour quite easily as the acceleration in the indirect gears suggests a fairly high top. I have not had the back axle apart but I believe the ratio is 4 to 1, which was one of the alternative ratios for the special sports tourer with the 15-60 engine.

The O.M. with another sporting car, a post-war Riley with white-walled tyres. In this case neither ancient nor modern car makes the other look quaint.

The bodywork has been rebuilt on my car in a very professional manner, complete with new upholstery which was skilfully installed by the previous owner's wife. The body is canvas-covered over plywood panels, rather suggestive of imitation Weymann construction. I shall never need to worry about rot or any form of deterioration, as the body is framed with mahogany and teak, the latter being used for the lower sills. The brake drums are new ones made up to pattern by Laystall, complete with new aluminium brake shoes and Ferodo racing linings.

I substituted for the original head lamps, which were French Grebels and very awkward-looking, a set of Marchal Trilux lamps similar to those originally provided by the manufacturer. These lamps are most impressive and give the car a "P.100 look."

The car arouses a great deal of interest here in Toronto; I think it is probably the only O.M. in North America. The radiator badge-plate with its O.M. in large letters completely baffles onlookers, who then look at me and ask what kind of car it is, or if it has anything to do with the M.G. company, as M.G. are quite prominent in Toronto now. When I have completed some of the finishing touches the car needs, such as a new hood and cover, respray of the body in British racing green and replacement of the present badly worn knock-off hub caps with plated ones, I hope to have an O.M. which will stand comparison with some of the beautifully restored vintage specimens owned by members of the Vintage Sports Car Club and the Vintage Car Club in England.

ROLLAND L. JERRY.

Below: The oversize spare tyre provides a most effective bumper. The bodywork reflects the fashion of the 1920s for flared front wings.



The Ulster Sporting Year

EACH year the Ulster Automobile Club runs a series of trials (rally-type, not mud-slinging) which, through a points system, count towards an annual trophy. This excellent scheme promotes the keenest competition throughout the year. The main award is known as the Victor Ferguson Memorial Trophy and is open to all U.A.C. members, while the award for closed cars is the J. W. Haughton Trophy.

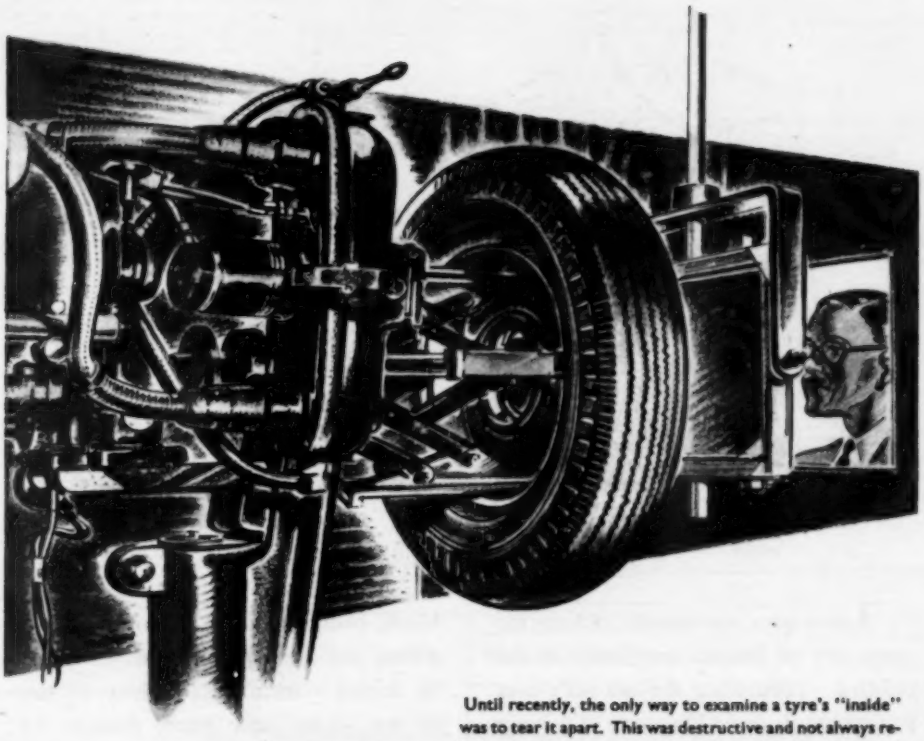
Since the Boxing Day Trial commences a new season, it was the November Trial which gave the final placings for 1951. The favourites were Derek Johnston (M.G. TD), and Ernie Robb (Dellow) with only one point separating them, and although Robb made better times in the special tests he made a mistake on the road section, thereby losing to the consistent Johnston.

Thus the Victor Ferguson Memorial Trophy winner for 1951 is D. G. Johnston with 56 points. He was also a member of the winning team in this year's Scottish Rally. Second was C. E. Robb (52 points), in the news for his duel with Bob Gerard in the T.T., and winner of the V.F.M. Trophy last year and in 1948. Third was the 1949 winner W. T. Todd (50 points), U.A.C. trials representative, with his Humber Special, and fourth R. J. Adams (37). As he drove a saloon throughout the season Adams wins the J. W. Haughton Trophy.

Among the events which are considered in the above award is the Circuit of Ireland Trial. This rally, one of the toughest in the National Calendar, is being held next Easter from April 12-15 (both dates inclusive) and, being a full week after the R.A.C. Rally, should attract many cross-Channel entries. Several leading rally drivers have intimated their desire to take part in this annual trip into "foreign parts."

During the present year the Ulster Automobile Club will be running seven trials, two speed events (including the International Ulster Trophy Race on June 7) and two hill-climbs (Craigantlet on August 9). Newry and District Motor Club plans seven trials and one hill-climb and Armagh and District M.C. and C.C. seven trials; the Northern Ireland Motor Club will run six trials. Omagh Motor Club will organize five trials and a hill-climb and Knock M.C.C. are planning five trials. The 500 Motor Racing Club of Ireland will run two speed events, one a trial and the other a hill-climb.

Together with the R.A.C. T.T. on September 13, these total 48 events, signifying Ulster's keenness in the field of motoring sport.



THE INSIDE STORY

Until recently, the only way to examine a tyre's "inside" was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed. For direct inspection it can be thrown on a fluorescent screen, as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

DUNLOP RESEARCH

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194/174



How to spend £30 at the theatre

Leave your car outside without the protection of Bluecol anti-freeze in the radiator. Then when the last act's over you may easily find £30's worth of damage on your hands.

Without Bluecol your car may last the winter — but it's a risk no wise motorist takes. Too many motorists last year were without their cars for weeks on end. They found that a burst radiator, cracked block, badly damaged cooling system is a long and costly job these days. Don't be misled — there's still plenty of bite in the winter, still many chances for your car to be caught without Bluecol protection.

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THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LTD.

CORRESPONDENCE



Snow on the mountains through which A5 passes near Bettws-y-Coed, a North Wales scene that appeals to modern taste, but would have seemed "rude, horrid and barbarous" to earlier travellers.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

THE SEVEN

Why the Past Tense?

[63904.]—I should like to thank Max Millar for the splendid drawing of the Austin Seven engine in the December 21 issue of *The Autocar*; a classic engine, classically drawn.

There are two points I wish to raise concerning this article. In the first place, it is written in the past tense. Why? I use my 1926 Austin Seven every day, and have been doing so for the past five years! There are hundreds being used in a similar manner, so that instead of "was" we say "is."

Regarding the various performance figures given, whilst the engines may have had two-bearing crankshafts, no mention is made of the fact that the crankshafts were not the 1¼in components.

The sizes of the big-end journals and the rear main journal were increased when the engines were pepped up. The smaller crankshaft usually breaks if endeavours are made to multiply the horses. In fact, the Austin company does not advise anyone to "hot-up" a Seven engine unless a 1¼in or a 1⅜in crankshaft be used.

My view is that it *is* one of the finest pieces of automobile engineering ever to be produced. SEVEN-FIFTY.

Croydon, Surrey.

ROAD SAFETY

Time to Stop Looking for Scapegoats

[63905.]—Is it not about time that the public stopped looking for scapegoats in the form of speed, alcohol, zebra crossings (dangerous as these things can be), the Ministry of Transport and so on and get down to brass tacks—realizing that where traffic is concerned there is no substitute for "thought" at any time or place. If the motorist were not alert in using his brains there would not be a shop window left!

A man walks off the platform under a Tube train and the verdict is usually "suicide whilst of unsound mind," and sympathy is extended to the driver. If the same man walks off the pavement, say, in Oxford Street, the driver of any road vehicle is liable to be called anything up to an inebriated murderer. Jay-walking today is something appalling and it is time that all concerned stopped behaving as if they were in the Sahara Desert, or the motor car something they had never heard of.

It should also be remembered that there are thousands of people who owe their lives to the skill, mental agility and intelligent anticipation of the average driver. I am not condoning dangerous driving or any accident, but I am all for any action that will make a jay-walker *think*. I would also advocate that motor cyclist casualties should be removed from the road accident statistics and their records treated separately.

London, S.W.1. C. DERRY.

SUSPENSION

Independence and Tyre Wear Not Directly Related?

[63906.]—Mr. R. E. Thompson [63857] is the latest of your correspondents to inveigh against independent suspension on a score of tyre wear, and he somewhat inconsistently goes on to eulogize front-drive cars. Dismissing the nightmarish concept of a front-drive beam axle, may I dwell upon this misconception about tyre wear?

If we disregard such factors as misalignment and underinflation, the total tyre wear must surely depend upon the weight of the car and the size of the tyres, together with the speeds used and, most important, the amount of side thrust generated on corners. This last is critical because, as the side thrust increases, so a greater proportion of the contact area of a tyre is in the broken-away condition and the rubber in that part of the area is being actually scuffed away by the road surface.

Now one of the inherent virtues of i.f.s. is the ease with which an understeering characteristic can be introduced in the car as a whole, and it is well known to competition drivers that the possession of understeer enables very much greater side thrust to be generated on corners for a given degree of control; and so any driver, on such a car, will unconsciously tend to take his corners faster. The definition of understeer being where the drift angle of the front wheels is greater than that of the rear, it follows that there will be a greater proportion of broken-away contact area at the front, and these tyres will therefore wear faster than the rear ones. In the old beam axle, oversteering cars the reverse was the case.

Thus there is a convincing illusion that the i.f.s. is wearing out tyres, whereas in fact the total tyre wear all round the car will have increased only in proportion to the increased cornering and cruising speeds.

If Mr. Thompson will re-read the digest of Mr. Donald Bastow's most excellent Paper on i.r.s. (*The Autocar*, November 23) in the light of the foregoing, he should see it for the valuable and learned work that it is.

Followers of these columns will recall that, some weeks back, I ventured to criticize f.w.d. in racing cars as being inherently dangerous, and suggested that a car such as a Citroen driven on ice was analagous. This invoked a storm of abuse from Citroen enthusiasts, who had missed the point entirely. They,

CORRESPONDENCE . . . . . continued

like Mr. Thompson, have noted the excellent road holding of the Citroen and fallaciously attribute this to the f.w.d. This feature does contribute indirectly, of course, by having the whole mass of the machinery in the front, which confers an understeering tendency by weight distribution, and by eliminating the transmission tunnel allows a very low build with consequent reduction in roll. It is this low centre of gravity, the wide track, the long wheelbase, the wishbone i.f.s., the hydraulic damping, the rack and pinion steering, the stiff body-chassis, the wide rims, the large section tyres, and the good sprung-unsprung weight ratio that make the Citroen so magnificent a road-holder, and these factors combine to make it good *in spite of* the disadvantages of f.w.d. It is only by virtue of the free differential, which allows at least one front wheel to steer when the other spins, that f.w.d. is tolerable at all in very slippery conditions.

Mr. Thompson's reference to a forward bias of weight distribution on rear-drive cars making them difficult to control on slippery roads touches on one of the chief advantages of i.r.s., which is to improve adhesion by reason of both independence and improved sprung-unsprung weight ratio.

Fleet, Hampshire. HOLLAND BIRKETT.

GLASS

No Regrets at Toughened Departure?

[63907.]—Your leading article "Tough on Toughened" (December 21)—I couldn't agree more.

I wish you luck in your campaign to have this dangerous toughened glass banished from windscreens. F. WRAY.

Luton, Bedfordshire.

M.C.C. RALLY

Them London Fellers at Fault!

[63908.]—There has been a great deal of adverse comment in the Press about the Newlands and Honister tests in the M.C.C. Rally, and in fairness to the members of the Cumberland Sporting Car Club who spent the day marshalling and at the time control at Stair, may I, through the medium of your excellent journal, state that the error was in the timekeeping, and that the timekeepers were not members of this club but did, in fact, come from London to do the job? C. W. A. SLATER,

Carlisle, Cumberland. Hon. Sec., Cumberland S.C.C.

COMMENTS FROM MALTA

Steering and Flood Precautions

[63909.]—We get our copy of *The Autocar* fairly regularly in summer, but irregularly in winter when the boats from Sicily are not so frequent, and last week, for instance, two copies came together. In the last six months I have missed two copies through a mistake by the distributors, so my newsagent told me. However, no attempt was made to get them, and we resigned ourselves to the loss. In this place, very few establishments are renowned for their service to the public.

I must congratulate you on the November 16 issue of *The Autocar*. I was very pleased indeed with it from start to finish, which is rare, I suppose, as some articles are very interesting and informative, whilst others are, perhaps, more interesting to a special section of the public. "Both Ways Round the Bend" was excellent, and written in plain language with no formulæ, and I am looking forward to the other articles on camber angles, and so on.

I liked "Driving Qualities for Road Safety," particularly the last but one paragraph, which could well have been printed in large type. I always test my brakes immediately on leaving the garage every day, and this has stood me in good stead, particularly during the recent heavy floods, when 4in of rain fell in one day. I had to drive through water which came through the door and over the floorboards for several days, and this, of course, adversely affected the brakes (to say the least!).

However, a little drying out with right foot on the throttle pedal and left foot on the brake restored them to what could be described as "very poor."

Incidentally, my old Morris got through the floods where several more modern cars became stuck, and I had quite a bow wave on, too. A lot of drivers, of course, decided to charge through the water and hope for the best; these looked the most disconsolate as I passed them, almost afloat, to starboard. The others failed to get through because their fan belts touched the water and distributed it evenly on all the plugs and ignition gear. This, I suppose, is owing to the more modern car having a lower engine. By far the best way is to engage first gear, go slowly, and keep your fingers crossed.

I liked reading "Old-timer Comes Home"—other people's experiences are very interesting; "Spot On" was very good, too. W. A. TOWLER.

Gzira, Malta.

NO LONGER KNIGHTS?

Every Help from Heavy Drivers

[63910.]—In answer to your correspondent [63882], may I say a word on behalf of the heavies? I use the roads every day of the year and my experience is, so far, a very happy one as far as lorry drivers are concerned.

I have a Triumph Roadster which, I think, looks faster than it is; consequently the heavy driver, by his constant observations in his reflecting mirror, seeing me on his tail, gives me a friendly wave on, or the wave down should the road not be clear, and I have indeed been more than grateful on many occasions for the timely wave down from a driver whose driving position is higher than mine.

I cannot speak from experience but I think it must be very much easier to drive 30cwt than five to 10 tons, especially if a car driver is impatient and feels that he must get in front of the next vehicle regardless of the load that it may be carrying.

As for the dirty windscreen, I have experienced the same nasty effect by following private cars, so why put all the onus on the heavy? Our greatest troubles these days are the totally inadequate roads, which cannot hope to accommodate modern traffic. G. KNIGHTS.

Hatfield Broad Oak, Essex.

REBORING

Experiences with Commercial Vehicles

[63911.]—The theses of Mr. Bert Houlding, Jnr. (December 14), will find many readers who will confirm them. My firm operates some V8 Fordsons, and when we have removed the heads after 15,000 miles for valve seat inspection, we can clearly see the top piston rings for a large part of their circumference, and yet the trucks pull their loads well and use very little oil.

Furthermore, in 1930 and 1931 Rudge Whitworth racing engines had a slipper piston whose slap had to be heard to be appreciated; I have no longer the clearance figure but know that it was considerable and that these engines also used very little oil. K. J. SPURRETT.

London, S.W.16.

The Story of a Fiat 1100

[63912.]—I found Mr. Bert Houlding's article of great interest, inasmuch as I have very recently carried out the operation of fitting special piston rings to my Fiat 1100. In this case the oil consumption had become excessive, being between 350 and 400 m.p.g. It was decided that, with 105,000 miles on the clock and no rebore, fairly drastic action was required.

A recent "decoke" had shown very gummed-up rings, a state of affairs which was promptly remedied with subsequently disastrous effect on the oil consumption. This seemed to point to worn ring grooves, rather than bores, as the chief culprits. Upon this theory the action was formulated.

It was decided that Cord's rings should be fitted, and operations commenced at 9.30 Friday morning. The pistons were delivered to Cords by midday and collected at 11.30 a.m. on Saturday. Operations were completed by midday Sunday. I worked single-handed, knocking off at approximately 6 p.m. on Friday and Saturday.

Whilst I awaited the return of the pistons and rings the cylinder head was properly decarbonized and the valves were carefully ground in. The cylinder ridge was removed. There is a point of interest here: wear was considerable on the thrust face of No. 1 cylinder, up to 0.020in, with lessening amounts on the other three as one progressed toward No. 4. I wonder why?

So far, fewer than 1,000 miles have been covered since the overhaul, but the results seem very promising. Three pints of oil were consumed for just over 900 miles. So far the engine has not been opened up to any great extent, but performance is very lively and greatly improved on pre-overhaul standard.

A good deal of piston slap was experienced before overhaul, so the pistons were "knurled" or micro-milled on the thrust face. This allows a certain amount of oil to be retained in the milled grooves with a subsequent cushioning effect on the descent of the piston. It works very well, and there is no piston

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CORRESPONDENCE . . . . . continued

slap now except a very slight amount when starting from cold.

The total cost of the overhaul, which included new distributor points, condenser, two tappet clearance adjustment screws and, most essential, a piston-ring clamp, was £3 11s 6d.

I have only one remaining puzzle. Some time before overhaul I had a broken carburettor, which necessitated a new float chamber and choke-tube casting (Solex 30 FAI). All the old fittings, jets, throttle butterfly, and bi-starter were incorporated. Consumption is normally, running under London traffic conditions, 33-34 m.p.g. However, just before the fitting of the new casting this was down to 25 m.p.g. I did not worry, believing the cause to be the considerable leakage from the fractured casting. Imagine my chagrin when I found no improvement when the new casting was incorporated, and my further chagrin when no improvement resulted after the major overhaul!

All further possible causes have been examined, from ignition via fuel lines to a possibly choked silencer, with no improvement. A smaller jet only killed performance completely and was replaced by the original after a couple of miles of exasperation.

Can anyone suggest a reason for this sudden and mysterious drop, bearing in mind that most normal causes have been checked and, where necessary, remedied?

London, S.W.1. M. O. IMRAY.

What About Piston Slap?

[63913.]—I have been reading the article "Is Your Rebore Really Necessary?" (December 14) and I agree with Mr. Bert Houlding, Jnr., that new piston rings will stop heavy oil consumption. But what about the piston slap which usually accompanies it? I have found that this has been more pronounced after fitting new rings, especially patent oil control rings. I have tried fitting new pistons as well but the slap continues.

I must mention that there appeared to be very little cylinder wear, as there was no lip at the top of the bore. N. ELLIS.

Bristol.

Jobs that are "Not Right"

[63914.]—I found the article by Mr. Bert Houlding Jnr. to contain a very fair content of tripe. My own experience as a motor trader is that a customer who has his engine overhauled properly is by far the most satisfied man in the long run. The garage trade suffers enough come-backs without doing jobs that they know at heart are not right.

I would suggest that Mr. Houlding has a go at curing excess oil consumption on a Wolseley Fourteen-Six which has 0.007in or more wear on the bores. This also applies to many other makes of car.

I also take exception to the remarks about "nipping up" the big-ends. I agree that this condition will cause excess oil to spray round the crankcase, but here again is the case for a thorough overhaul, for if the bores are worn and the bearings slack, the crankshaft is bound to be oval. What a grand waste of time and money it is tightening big-ends, or renewing them, on an oval shaft.

One last point, racing engines do not have 0.015in ovality in the cylinder. They may have that amount of clearance, but at least the bores are round and piston rings can be gapped and relied upon to maintain their butt clearances, both at top and bottom of the piston stroke.

I cannot believe that anything lasting can be done with an engine with 0.015in wear on the cylinders, and at the best it is putting off the day when the engine has to have a complete strip.

Hartlebury, Worcestershire. G. N. RICHARDSON.

Excellent Emergency Treatment on an Austin

[63915.]—I was particularly interested in the article on reboring considerations by Mr. Bert Houlding, Jnr., because my own experience leads me to agree wholeheartedly with this writer's views. In 1939, at a mileage of about 29,000, my 1937 Austin Twelve saloon showed an excessive oil consumption and all the signs now taken to indicate the necessity of a rebore. However, the engine was treated in exactly the manner described by Mr. Houlding, i.e., the piston ring grooves were enlarged and wider rings were fitted; the car then ran for a further eleven years and completed another 80,000 miles before the oil consumption became unusually high (800 miles to the gallon). Subsequently, in January, 1950, I had the misfortune to become involved in a collision with a six-ton lorry on icy roads and the car was considered to be a total loss. So ended the life of a very excellent car at 109,000 miles without any major overhaul.

One other point which occurs to me in regard to this wearing of piston ring grooves is that this did not occur to any appreciable extent when cast iron pistons were in use, probably since rings and pistons were of the same material.

Prestatyn, Flintshire. E. TAYLOR-AUSTIN.

UR

Identity of the Lost Tribes

[63916.]—Mr. J. R. N. Duncan's letter [63856] is, to me, of great interest. Ur of the Chaldees is known today as The Mound of Pitch, and is situated on the west bank of the Euphrates in Mesopotamia. Part of it has been excavated and Abraham's birthplace opened out. One extraordinary find was another city buried under the first with twenty feet of silt upon it, proving the accuracy of the Deluge mentioned in Genesis and, indeed, by most ancient lore the world over.

The people of Ur were of the Assyrian race; a very clever and cultured people, but pagan. Abraham was taken out of Ur when a youth to live in a place some few miles distant. When he later received "the call" to leave the place on account of its terrible rites and the wickedness of the surrounding people, he must have taken with him many Chaldeans. These, in the course of time, multiplied and joined other tribes, notably Arabs who accepted the existence of one God and also the doctrine of the circumcision. These, again in time, journeying westward, linked up with the Berbers or Hamitic people of N. Africa, in time producing the Moors who overran Spain in A.D. 710-A.D. 1026.

The Moors had therefore descended from the tribes of Shem (son of Noah) through Jokten and Ishmael (the son of Abraham) and their Berber forebears from Ham, another of Noah's sons.

In this very brief résumé I have tried to show how the Spanish Ur came to be named, and its origin.

Bristol, 6. HENRY G. HAYES.

SELECTED REPRESENTATION

Similar Scheme Started in South Africa

[63917.]—Your leading article and readers' comments on the subject of "one-make petrol" are most interesting. The same movement is now afoot in this country, with the various petrol companies offering inducements for garage owners to sign up for exclusive sale of one brand.

This movement has caused Mr. Eric Louw, the Minister concerned, to state that "Actions of monopolies will be watched . . . and action will be taken to avoid any move against the interests of the public." It therefore remains now to watch and wait.

You may be interested to learn that, before the retail price of petrol may be increased, the companies concerned must obtain permission from the Government price controller, and must show proof of the necessity of such increase. Incidentally, the price has today been increased by 1d, making it 2s 9d per gallon in Cape Town.

In the interest of the public there are still many price controls in force.

I left Cheltenham for this country nearly four years ago and I still read *The Autocar* from cover to cover. C. F. WALLACE.

Laingsburg, S.A.

ENCOMPASSED

Getting Magnetic North in an Aircraft

[63918.]—As an ex-R.A.F. instrument repairer and compass setter, I disagree with Captain E. L. W. Evans [63863] as to the magnetic compass being useless on a car.

All aircraft are fitted with at least one magnetic compass, and (owing to the difficulty of leaving the craft to take a reading!) some way of cancelling the errors he mentions had to be found. This is done by fitting below the compass a correction box which is actually two bar magnets mounted horizontally, each independently adjustable in a horizontal plane. The desired position of these magnets is found by swinging the compass, as this operation is called.

This is done with the compass *in situ*, and the error is taken on all headings and cardinal points of the compass, thereby finding by mathematical formula and graph the amount of error to be removed by adjustment.

The remaining error (+ or − 2 deg) is plotted on a small card called a correction card.

As aircraft have the same electrical circuits as a car, and in

CORRESPONDENCE . . . . . continued

most cases more, and also have to overcome the phenomena of static electrical discord, I do not see why this procedure cannot be used on a car; surely the degree of accuracy needed on aircraft is sufficient for a car. J. V. C. FISHER.

Southport, Lancashire.

BROOKLANDS

Memory of Filming and Record-breaking

[63919.]—Mr. John A. Robinson's letter [63880] interested me and recalled the year 1934, in which the film mentioned was made, as on at least two occasions when I was driving Bryan Gush's Vitesse Special, attacking world's records in international class J (having "bought" Brooklands for the day), we were highly incensed with the film makers. Having brought hundreds of cars, lorries, actors, actresses, cameras and so on, and strewn them all over the track, they proceeded to erect a great reflector right on the fork, so that when endeavouring to negotiate the fork one was met with a blinding glare!

However, we made representations to the film powers, who kindly adjusted the glare screen, and afterwards took various shots when we were making pit stops.

I was also interested in Mr. Anthony Heal's letter in the same issue [63878]; having consulted with Bryan at Alresford, neither of us can remember whether we hold any records today, but believe we do hold some of the longer ones; could you enlighten us? CLIVE WINDSOR-RICHARDS.

Tilford, Surrey.

[Vitesse still holds one J-class record—see page 1651, December 28.—ED.]

CARS FOR THE TIMES

Two Lessons from the Two-wheeled World

[63920.]—Years ago the first Austin Seven made history. The reason for this was its small size and low weight, without frills, which provided economy running and low first-purchase price.

Our country is more "broke" than it has ever been, and even more so than Continental countries. These Continental lands should give our manufacturers a clue, for they introduced the clip-on cycle power units, steadfastly scorned by the leading motor cycle manufacturers here. Now all sorts of firms are selling thousands of clip-ons, while the established manufacturers have missed the boat.

The Continentals have shown the way in the small car world with fine, simple little vehicles like the flat-twin Citroen, shorn of all frills to suit the demands of the times. Every light car manufacturer would do himself a power of good, and stimulate his imagination, if he were to do two things: (1) Ride, every day for six months, one of the little flat-twin water-cooled Velocette motor cycles. He would see how vibrationless and silent a small water-cooled flat-twin can be, and how it can be designed to pull down to the last gasp if abused by a novice, and yet give not a single pink, which is more than the head designs of many car engines can claim. Ideas on simple but silky suspension would also flow.

(2) He should obtain, and sail, an American Fibreglass small boat, for from this experience he could not help making a very light but enormously tough, streamlined, Fibreglass car body, with the colour moulded in to save painting costs. This body would be mounted on his water-cooled 400 c.c. flat-twin-engined chassis with its simple but modified suspension.

Everyone would rejoice at home and abroad on account of less metal used, and many here would work harder to earn enough to motor cheaply to work and play.

Bournemouth, Hampshire. C. E. BOWDEN (A.I.Mech.E.).

SOME LIFT!

A Matter of U.S.A. G-whizz

[63921.]—I do no doubt the ability of our American friends to build a lift capable of a vertical velocity of 250ft per sec (December 21, page 1622), but it is rather interesting to consider the implications of this when applied to the Park-o-Mat automatic garage in Washington, illustrated in John Bentley's "New York Notebook."

If the building is as high as 125ft (which is a rather generous estimate), and we assume constant and equal acceleration and deceleration, the mean speed will be 125ft per sec and the lift will take one second to reach the top parking space from ground level, the acceleration and deceleration during this operation being 500ft per sec per sec (approximately 15½g). No doubt the problem of supporting the car itself could be solved but it would, I think, be a little more difficult satisfactorily to prevent the contents of battery, sump and fuel tank from emptying themselves upwards over the roof of the garage during the decelerating part of the parking operation. The contents of luggage locker, tool and glove boxes would also, no doubt, decide to rearrange themselves in a manner unlikely either to amuse the unfortunate owner or encourage his return.

London, E.18. G. BRANSOM GRIFFITHS.

'Sackcloth and ashes are now descending on the head of the caption writer at 32ft per sec per sec.—ED.]

PUMP DIAPHRAGMS

Standard AC Material Satisfactory for All Fuels

[63922.]—In your issue of December 7, in the article entitled "All Set for Trouble," we notice that mention is made of the desirability of fitting a special fuel pump diaphragm where a high percentage of benzole is used in the fuel.

Speaking for ourselves as manufacturers of the AC mechanical fuel pump, while admittedly there may have been some justification about three years back, we would like to point out that with the improved diaphragm material—on which we standardized at about that time—no owner need have any qualms concerning its satisfactory performance with any class of fuel likely to be encountered in either competition work or normal touring, while, in addition, the material we currently use has improved qualities as regards remaining fully flexible at sub-zero temperatures and also resisting any tendency to tackiness in humid tropical conditions.

As already mentioned, this class of diaphragm material was standardized about three years back, for both car production purposes and spares, although, in case in any isolated corners of the world there may still be spare diaphragm assemblies left with the original material—and which under normal conditions was quite satisfactory—we would explain that the new diaphragm can be readily identified by being rather thicker and smoother to the feel than the older material, while, in addition, only three layers per pump are used instead of four.

AC-SPHINX SPARK PLUG COMPANY.

Dunstable, Bedfordshire.

REAR LIGHTS

A Code for Vehicle Types

[63923.]—May I take up a little space to propound a system of rear lighting? It is based on the rear lights fitted to many post-war cars. All bulbs to be of a pre-determined wattage.

Vans to use the same lights as cars, lorries up to 3 tons unladen weight to have a third red light equidistant between the two. Lorries over 3 tons (20 m.p.h. vehicles) to have, say, a blue light instead of the centre red one, the essence of the idea being that as soon as a motorist sees the code of lights he knows what he has to overtake.

The obvious advantage, of course, is to make every vehicle clearly visible.

Best wishes to your admirable journal.

Stoke-on-Trent, Staffordshire. GEOFFREY E. BARLOW.

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USED CARS ON THE ROAD

No. 21: 1948 4¼-litre Bentley Saloon

Price, new: £2,595 plus £1,443 3s 4d purchase tax. Secondhand: £4,750	Acceleration from rest through gears to 30 m.p.h., 4.8 sec. To 50 m.p.h., 12.9 sec. 30-50 m.p.h. (top gear), 7.2 sec.	Fuel consumption range: 17-18 m.p.g. Oil consumption negligible.	Speedometer reading: 41,350. Car first registered September, 1948.

IT has been said that the prosperous businessman selects a car such as the Mark VI Bentley because, although more hard-won capital is tied up, it is relatively immune from serious vagaries in used-car values. Certainly pre-war and post-war prices have suggested that age and hard use make little difference to a car of this quality. The car tested, which was provided for the purpose by Jack Barclay, Ltd., Hanover Square, London, W.1, had completed more than three years of service and covered more than 40,000 miles in the process, so that here, therefore, might be found the reason for the *marque's* great reputation—although it must be said that this, since some decentralization of Rolls-Royce and Bentley service, was well protected by activity in advance in the Jack Barclay service works.

In these days of bright colours and pastel metallic finishes the black cellulose of this car was almost unusual! As might well be expected, the exterior as a whole was flawless, giving that



unique effect of superb quality without a trace of bombast. Brown had been chosen for the interior *décor* and, although an indefinable suggestion of its three years' life was given by the upholstery, the polished woodwork, the floor carpets, and so on, were in excellent condition.

In measuring the car's performance, sustained high speeds, or high engine speeds on the indirect gears, were avoided because of the service attention it had recently received. Nevertheless, it was quickly realized that the engine operated at new car efficiency. It was always responsive, and supremely smooth and flexible. The only curious fault was in the speedometer's indication of low speeds. Although an optimism of the order of an indicated 56 at 50 m.p.h. has become all but customary in most cars, this instrument was also noticeable in being considerably out at a true 30 m.p.h., at which speed it indicated more nearly 40.

Gear box operation was—inevitably—delightful; smooth and positive, and effected with the assistance of the almost "unbeatable" synchromesh action. On top gear the whistle of the wind at higher speeds was the only audible indication of movement, but on the indirect ratios a slight gear whine was heard. This was so slight that mention of it is made only because even the slightest sound is noticed in this model.

The condition of the suspension was perfect, seemingly giving a better ride for passengers in the rear seats than the last car of this make tested in this series. The servo-operated brakes were up to what might be called that phenomenally high Bentley and Rolls-Royce standard. Tyres were virtually new, and the comprehensive assortment of hand tools was complete. The radio worked well and all the instruments and accessories were in order.

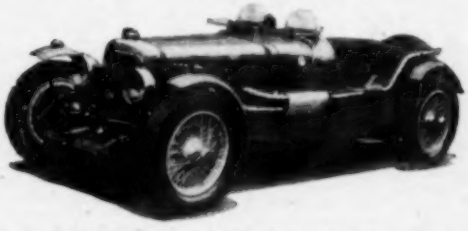
No. 22: 1934 1½-litre Le Mans Aston Martin

Price, new: £595 Secondhand: £519 15s	Acceleration from rest through gears to 30m.p.h., 4.5 sec. To 50 m.p.h., 10.9 sec. 30-40 (top), 11.6 sec.	Fuel consumption range: 24-26 m.p.g. Oil consumption —	Speedometer reading: 1,164. Car first registered May, 1937.

TO the vintage sports car enthusiast, few cars could be more appealing than a Le Mans Aston Martin. And few, also, are the people whose pulses do not quicken a little at the prospect of a good run in such a classic car. The model tested, which was made available by Rowland Smith (Motors), Ltd., Hampstead High Street, London, N.W.3, was a 1934 1½-litre, with the addition, by a previous owner, of an Arnott supercharger. Some enthusiastic owner had at some time made visible alterations to the car, the main one being the raising of the exhaust pipe, which ruled out use of the passenger's door. A "footplate" had been fitted to assist in entry. The cycle-type wings were also different, primarily in reduced length.

The outward impression of the car was one of bright red cellulose and chromium plating. Naturally, age had had its effect on both, but certainly not to the extent of making either unsightly. The interior was also undamaged, but worn; the tonneau cover and hood were virtually new. A fold-flat windscreen and twin aero screens were fitted, the notable (and illegal!) exception among equipment on the scuttle being a rear mirror. The oil tank for the dry sump lubrication system, prominently positioned between the front dumbirons, made a dipstick unnecessary because the oil was visible and its exact level was not critical. For this reason, however, oil consumption could not be accurately measured. A fair amount of oil was being burnt, to the extent of mild oiling-up of sparking plugs in traffic, but this might well have been traced to generous supercharger lubrication or an unsuitable type of plug.

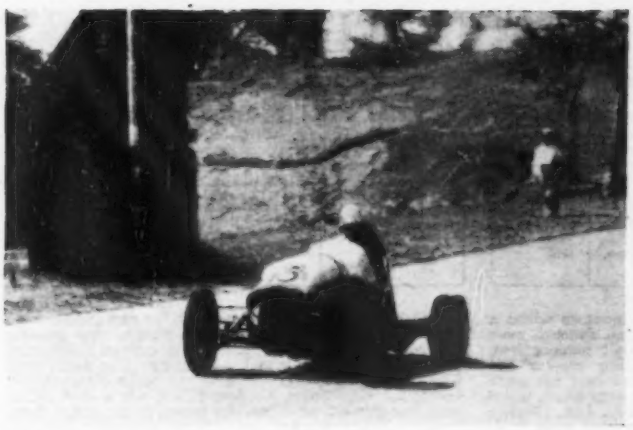
Whatever effect age had had on appearance, handling characteristics were of true Aston Martin excellence. The car started, hot or cold, with one touch of the control, after the main electric switch, magneto and petrol pumps had been turned on. The performance was lively, but temporarily restrained by what appeared to be fuel starvation at high engine speeds, which necessarily had some effect on the performance data. On occasions when the fuel feed cleared itself the engine tore up to 4,500 r.p.m. without any sign of stress, suggesting that it was still capable of its 5,000. Gratifying, also, was the dead



accuracy of the speedometer. The indicated mileage was not, of course, a true total. The gear box, a component handsomely repaying good use, was particularly pleasant to operate, the central throttle pedal making heel and toe changes easy.

The steering was really light and positive, the driver having only to bear on the wheel to put the car round a fast bend with accuracy. The suspension included Telecontrol dampers, which were not working, but for normal road work at all speeds the suspension gave excellent stability. To the most impressive features of the car must be added the excellent brakes.

The facia was delightful to anyone who likes to know what is going on under the bonnet. Apart from the front and rear damper controls and their pressure gauges, there were an ammeter, oil and water temperature gauges, blower pressure and oil pressure, a rev counter and speedometer. For the driver the only real fault in the controls was a hand brake lever which tried hard to defeat being placed firmly on.



South African Sport; Rex Hutton, in his four-cylinder side-valve Ford Special, is here shown breaking the record for the Burman Drive hill-climb in Natal last month.

THE SPORT

by J. A. COOPER
Sports Editor

WELL, I hope you all have the happiest of happy new years, and may all your most optimistic dreams come true. On the whole my Christmas passed off fairly peacefully and without untoward incident, although an unexpected patch of ice on the main road back from the Midlands on Boxing Night almost made a major modification to that statement. However, I consoled myself with the thought that it was all good practice for what may befall us later in this merry month, in the Monte Carlo rally.

The article by Gordon Wilkins, which appears elsewhere in this issue, on the new circuit to be used for this year's regularity test, should leave no doubt in anyone's mind as to the stiff nature of this test. And it must be borne in mind that, although the crew of each car will admittedly have had some much-needed sleep between finishing the road section proper and tackling the regularity test, the cars will still be in a more than somewhat shop-soiled condition; as they will have been incarcerated in the *parc fermé* during the intervening period, no work may be carried out to prepare them for the test.

Facing the Col de Braus in a car with worn-out brakes—and there will be more than one machine in that state by then—in ordinary touring conditions would make many people think twice, but when you are trying to maintain a stiff average speed meanwhile and your navigator (who is carefully not looking at the road ahead) is constantly telling you the increasing amount by which you are falling behind time, the likelihood of self-destruction assumes even greater proportions!

COMING SHORTLY

JANUARY 4.—Sunbac. Annual dinner and dance, Town Hall, Sutton Coldfield.
5.—Cemian M.C. Annual dinner and dance, Rembrandt Hotel, Thurloe Place, London, S.W.7, 6 for 6.30 p.m.
5-6.—Vintage S.C.C. Measham Winter Rally.
11.—N. London Enthusiasts' C.C. Annual dinner-dance, Hendon Hall Hotel, Hendon, London, N.W.4.
11.—Tenby M.C. Annual dinner and dance, Royal Gate House Hotel, Tenby, Pembrokeshire.
11.—Sheffield and Hallamshire M.C. Annual dinner and presentation of awards, Grand Hotel, Sheffield.
16-17.—Peterborough M.C. Night rally, East Anglia.

OVER in the Argentine, preparations are in full swing for their racing season, the first event in which will take place on February 17. This will be an international race on a new circuit at present under construction near Buenos Aires; this circuit is a complete autodrome, with grandstands seating in all some 70,000 people, and complete with restaurants and many other permanent buildings.

The track itself consists, as will be seen from the accompanying photograph of the preliminary model, of an outer circuit and two internal loops, which can, therefore, make up a total of four different circuits. The length of the perimeter is 1.97 miles; with one loop included it comes to 2.415 miles, with the other 2.456 miles, and with both 2.901 miles, which is long enough to be interesting. Now why can't something like this be built in our own green and pleasant land?

That, incidentally, is a purely rhetorical question—I don't want the politically and economically minded among you to write to me at length enumerating all the reasons why.

Fangio, now home in Buenos Aires, is reported as saying that the new circuit should be magnificent, that he will drive for Alfas again this year "if they decide to race," and that he might just possibly run at Indianapolis this year at the wheel of the rear-engined Porsche-designed 1½-litre Cisitalia Grand Prix car, which has now reached Argentina. If this eventuality should materialize, the interest of that famous event for road-racing fans would be immensely increased; but as the car in question has never been properly tested, I imagine the development work likely to be required will probably take too long—the end of May is not all that far away. However, now that the 500-mile race round the Hoosier Bowl is officially included among the events counting towards the World Championship, it is to be expected that some of the principal G.P. contenders will give it serious thought, if nothing more. Ferrari was reputed once to have said that his ambition was to win at Indianapolis, and his unblown 4½-litre car would not be all that unsuitable once his drivers had learned the right technique—and therein lies the rub, for that takes more time than is allowed during official practice.

THE Christmas spirit—or gremlin—seems to have crept into last week's issue in a big way, as the announcement of the winner of the B.T.D.A. Gold Star could hardly have been less accurate. Let's start again: this award has been won by R. W. Faulkner, with A. Rumfitt as runner-up. The B.T.D.A. Silver Star, for rallies (the Gold Star being for trials, of course) was won by D. G. Scott; both these awards were presented at the annual B.T.D.A. dinner, which took place after the R.A.C. Trials Championship. Also presented at the dinner was the award given to the highest placed B.T.D.A. member in the 1951 Monte Carlo rally, which went to Ken Wharton.

ON the Wednesday before Christmas the Aston Martin O.C. held a pleasant party at the Cock Tavern in Fleet Street, at which the 1951 awards were presented. This was an hilarious occasion amidst an enormous press of motoring celebrities (no, not the celebrities of the motoring Press—be quiet!) and "Mort" Morris-Goodall, announcing the names of the various prizewinners, had to work quite hard to make himself heard above the hubbub.

The Stallebrass Memorial Trophy, for the most successful season with an Aston, was won by E. C. W. Stapleton, who also carried off this coveted award last year. Very well-deserved victory, too, as Ernie

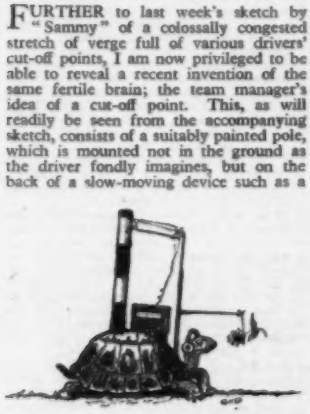


Layout of the Argentine autodrome.

THE SPORT . . . . . continued

has worked hard all the year at the wheel of the ex-Horsfall 2-litre special car to achieve it. The St. John Horsfall Trophy went to C. Angell, and the David Brown Trophy for the team relay race was shared by D. J. R. Chapman, J. H. Bailey and J. A. Williamson, who together made up the V.S.C.C. Bentley team.

FURTHER to last week's sketch by "Sammy" of a colossally congested stretch of verge full of various drivers' cut-off points, I am now privileged to be able to reveal a recent invention of the same fertile brain; the team manager's idea of a cut-off point. This, as will readily be seen from the accompanying sketch, consists of a suitably painted pole, which is mounted not in the ground as the driver fondly imagines, but on the back of a slow-moving device such as a



tortoise. Suitably placed facing the corner, the tortoise, attracted by a delicacy suspended in front of its nose, will gradually cause the driver to leave his braking later and later and later; and he will either learn how to go round that corner like Fangio . . . or not.

This inspired piece of mechanism was christened by its inventor the "Cut-off point indicator Mark VI (ambulant)."

THE "Exeter," that classic trial, passed off in excellent style, and the arrangements for dealing with those unfortunates who failed in the middle of observed sections worked with commendable despatch. Only at Fingle Bridge did any considerable delay develop, and the situation there was always well under control. Certainly these long-distance M.C.C. events are welcomed by many enthusiastic competitors, who have neither the time nor the inclination to produce special cars capable of dealing with the out-and-out type of trial so much in favour nowadays, but who nevertheless are ready and willing to have a go at something rather less exacting and damaging to the machinery.

Tomorrow night sees the competitors in the Vintage S.C.C. Measham Rally setting off on their all-night run from the Hawkestone Park Hotel, Weston-under-Redcastle, near Shrewsbury, from 10.30 p.m. onward. On Sunday morning they will (or some of them will) arrive at the now famous auction ground at Measham, near Ashby-de-la-Zouch in Leicestershire, where they will undergo various driving tests which, arranged by the club in question, cannot fail to be both amusing and exciting.

THE enormous mass of type devoted to race results and all the records in last week's issue was bound to contain mistakes somewhere—I knew it! So far, two have been pointed out to me; Goldie Gardner's recent records in Class F (50, 100 and 200 kilometres, and 50 and 100 miles) were taken, of course, at Bonneville Salt Flats, Utah, U.S.A., and not at Montlhéry, France. In the list of reliability trial results, those for the Southsea M.C. President's Trophy trial on February 11 were incorrect; A. Rumfitt (Cotton Special) actually made best performance and won the Ansell Trophy for best performance by a member of the organizing club, whereas this trophy was wrongly credited to C. E. Crump and his Marden Special.

Several people have also assumed that the omission of the Frazer-Nash 200-mile Class E record from the list (Tony Crook, at Montlhéry, recently) was an error; but actually this record has not yet been officially confirmed by the F.I.A. (though there is no reason to suppose that it will not receive its confirmation), and therefore could not be included. All right now?

Paul Jamin

The death of Paul Jamin in France just before Christmas has deprived the Automobile Club de l'Ouest of its president and many of us of an esteemed friend. Jamin—small, wiry and very cheerful—was one of the Léon Bollée drivers in the races of the heroic age, and there exists a photograph showing him, in the sports attire of 1898, perched precariously on a racing three-wheel Bollée, which is stripped of every unnecessary—and some necessary—components, at the start of a race, both feet on the tubular front axle, one hand on the tiny steering wheel, the other gripping the joy-stick, as happy as mortal could be. Difficult as it was to make him talk, when he did you heard of great and wonderful adventures told in a wee small voice with an endless flow of humour.

So passes one more of that great-hearted band of enthusiasts who, in the years before 1900, proved the car's ability in spite of every difficulty, and in the face of every criticism.

S.C.H.D.

CLUB NEWS

Cemian M.C.—The annual general meeting will be held on January 24 at the Lotus Restaurant, Haymarket, London, S.W.1.

Mid-Cheshire C.C.—The annual general meeting will be held on January 18 at the White Barn Hotel, Cuddington, Cheshire, at 8 p.m.

Hants and Berks M.C.—A point-to-point and map-reading test, starting from the George and Dragon, Wargrave, Berkshire, will cover a 50-mile course on January 13, and will be suitable for all types of car. Entries (5s each) will be accepted at the start; competitors should have with them the one-inch Ordnance Survey map 159 (Chilterns section). The event will begin at 11 a.m.

Alvis O.C. (Scottish Section).—This section was formed several months ago and the honorary secretary, David M. Gillies, will be pleased to hear from anyone interested in joining the club; his address is 17, Dudley Gardens, Edinburgh, 6.

Bentley Owners' Club.—Noggins and natters for this month: on January 6 at the George Hotel, Glastonbury, Somerset; on January 19 at the Rose and Crown Inn, Lyng, Somerset, and on January 30 at the Denbigh Arms Hotel, Lutterworth, near Rugby.

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A resolution (says our friend Tommy, aged nine) is when chaps don't like something and get up and fight about it . . . Fine! let's accept that definition for our new year's "revolution". Let's square up to the inescapable grim things we don't like about our immediate future—the continuing shortages, the tightened belts, the extra work, the load of taxation—and the reason for them all. And let's get on with the fight—the fight to put Britain back where she belongs. We can do it. "What sort of people do they think we are?"
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CLUB NEWS . . . . . continued

Singer O.C.—Christmas dinner was served to all competitors at the finish of the point-to-point on December 16, at the Star and Garter Hotel, Dorking, Surrey. First in the event was G. Richard Ray, driving his Singer Roadster, and second P. Bailey, in a Le Mans two-seater.

The club's membership is now nearly 200, with active sections in Manchester, Leeds, and Boston. It is hoped now to enrol new members in the Midlands and the south-west. Honorary secretary is Keith McDowall, 1, Halesworth Road, Lewisham, London, S.E.13.

North London Enthusiasts' C.C.—First-class awards in the Christmas Trial on December 16 were gained by Austin Seven (J. G. Hardes), Hillman Minx (A. G. B. Wood), and H.R.G. (A. D. C. Gordon).

On Friday, January 11, the annual dinner and dance will take place at the Hendon Hall Hotel, Hendon, London, N.W.4, tickets (£1 each) from J. A. Hobbs, 67, Loom Lane, Radlett, Hertfordshire.

Newcastle and D. M.C.—The annual dinner and dance at the Embassy Ballroom, Benton, Northumberland, on December 14, had an excellent attendance. The club will be celebrating its 50th anniversary this year, and due note was taken of this fact in the after-dinner speeches. The annual general meeting on January 15 will be held at the Crows Nest Hotel, Newcastle, starting at 7.30 p.m.

W. Hants and Dorset C.C.—There were no specials in the Christmas Cup Trial (December 16), but 47 cars—many of them standard family saloons—started from St. Leonards, near Ringwood, Hampshire; the final awards were decided without the use of special tests. A map-reading test comprised the morning section. The average speed set was 15 m.p.h. "as the crow flies" and, with the margin of error only 30 seconds, most competitors found themselves at a disadvantage to crows. G. Dear (Ford Eight saloon) and J. H. Stutt (Triumph 2,088) were the only competitors to lose no marks. The first three hills after lunch were on Hurn Common, between Ringwood and Bournemouth. The surface was soft and sandy and dry—much easier to tackle than in the 1950 event, when the weather was wet. Spion Kop caused only five failures, but two of them were Stutt's Triumph and A. R. Carlile's O.M., which had done particularly well elsewhere. After the second hill, Crutchers, the route led through Ibsley to Furze Hollow, a long grassy hill approached through a watersplash, which stopped 26 cars.

A 7-mile run over New Forest tracks and containing a brake test led to Sheen Hill, the last of the day, a long, winding affair, with deep gullies to trap the unwary. The later cars climbed it with their head lamps on; then an easy run over main roads led to the finish, near Fordingbridge, Hampshire, where the results were announced:

Christmas Cup (best performance): Ford 933 (G. Dear), 0 marks lost. **Club Cup (best in opposite class):** O.M. 1,991 (A. R. Carlile), 16. **First-class awards:** Riley 1,089 (J. B. Jesty), 4; Sunbeam-Talbot 2,267 (S. B. Southcombe), 8; Frazer-Nash-B.M.W. (W. A. Walters), 10; Ford 1,172 (J. J. Macklin), 18; Austin 2,660 (D. C. Johns), 18. **Second-class awards:** Triumph 2,088 (J. H. Stutt), 20; Ford 1,172 (P. G. Cooper), 22; Sunbeam-Talbot 2,267 (J. C. Marshall), 26; Ford 1,172 (L. S. Fitch), 32.

M.G. C.C. (S.W. Centre).—Best performance in the Cecil Kimber Trophy Trial, which was run on Boxing Day, was put up by H. E. Roberts, driving the 1,172 c.c. Robros; best in the opposite class was K. E. O. Burgess, in his 1,540 Burgess. G. W. Best (M.G. PB) won the Welch Cup, for best performance by a member of the M.G.C.C., and first-class awards went to: Freakin 1,099 (C. M. Seward); Ford 1,172 (I. D. L. Lewis).

B.A.R.C.—A Technicolor film of the 1951 Indianapolis 500-mile race has been flown from America to this country to be shown as part of the programme of the midnight film matinée at the Curzon Cinema, Mayfair, London, W.1, on January 11. Other films in the programme, which includes specially compiled newsreels by Gaumont British and British Movietone News, will show events at Silverstone and Goodwood, and a feature starring Stirling Moss. Tickets are available to members and their guests from the General Secretary, B.A.R.C., 55, Park Lane, London, W.1. There will be a repeat performance on January 18. The programme will start at 11.15 p.m.

IN BRIEF

The Vacuum Oil Co., Ltd. has now entered the petrol marketing field. The occasion was marked by the purchase of Mobilgas, by John Cobb, at W. Jacobs and Son, Mill Garage, Chigwell Road, London, E.18, on January 1. Imported petrol is now being sold, while work continues on the new Coryton refinery, described in *The Autocar* of September 14.

To the library of lubrication charts compiled by C. C. Wakefield and Co., Ltd., the makers of Castrol lubricants, has been added one for the Wolseley Four-Fifty and Six-Eighty. As usual it is available, without charge, from the company at 46, Grosvenor Street, London, W.1.

When Elite Motors (Tooting), Ltd., Fogg and Young Motor Co. and Young and Fogg Rubber Co., Ltd., joined forces for the group's Christmas party, the number of people present brought home the growth of the staffs during the year. Among the 200 guests were representatives from several other motor and rubber companies.

A useful booklet on caravanning has been produced for their customers by W. D. Harrington and Co., Ltd., of Delamere, near Northwich, Cheshire, and Southport Road, Ormskirk. It contains information on caravan maintenance and law, do's and dont's, and an excellent set of road maps.

In a reference made to the Twenty-one Club of the Zenith Carburettor Co., Ltd., in *The Autocar* of December 21, Mr. C. J. Clowes was inaccurately described as chairman of the company. He is the chairman of the club.

Restoration of the storage tankage at the Avonmouth installation of the Regent Oil Co., Ltd. is proceeding rapidly. The plant was damaged by fire last September, and advantage is now being taken of the opportunity to improve the layout.

Consolidated net profit of Mann Egerton and Co., Ltd., for the year ended September 30, 1951, was £60,805 (£45,616 previously) after providing supplementary pensions of £2,500 (£2,500), bonus to employees of £6,000 (£5,000) and taxation of £97,650 (£65,050).

Extensions in facilities and service at the premises of Carwise, Ltd., Coombe Bridge Garage, Kingston By-pass, London, S.W.20, were put into operation on December 19. A new coffee lounge provides refreshment for customers, who can also pass the time waiting while their cars are serviced by having a haircut or inspecting the attractive gardens.

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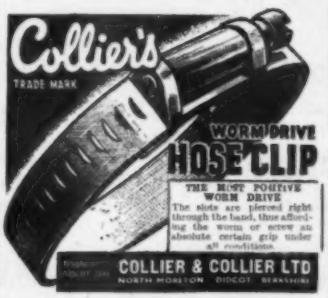


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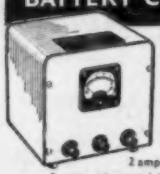
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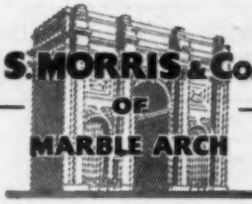
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A.C.

1950 A.C. 2-litre saloon, fawn, perfect condition; £1,295.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [2726

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.—1948 A.C. saloon, silver grey, one careful owner, Pram oil filter, heater, etc.; exchanges, terms. [2396

1950 (March) A.C. 2-litre saloon, grey with blue leather, a really immaculate one owner car, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [2616

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BARTLETT.—Alfa-Romeo, finest selection available; we are always interested buyers.—27a, Pembridge Villas, W.11. [1237

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CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London S.W.3. Flaxman 0052/7253/7154. [2763

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ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 530. [0124

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SLOCOMBES, Ltd., 56-5a, Dudden Hill Lane, N.W.10. Willesden 4969. [3085

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BARTLETT.—Allard 1949 drop head coupe, 10,000 miles.—27a, Pembridge Villas, W.11. [1239

1950 (November) Allard sports saloon, black/brown leather upholstery, 1,720 miles, £1,375.—Haskins, Ledbroke 1155. [4180

ALLARD drop head foursome coupe, rgrd. Dec. 1949, grey, excellent condition, not used in trials; £525.—P. D. White, 49 Wellington St., Strand, W.C.2. [2943

DLARDS MOTORS, Ltd., offer ex-demo, and used Allard saloons and J 2 2-seaters, in first-class condition.—24, Clapham High St., S.W.4. Macaulay 2451. [0564

ALLARD Nov. 1951 50hp black saloon, superb condition, excused covenant, 1,050 miles; list price £1,712 or nearest.—Box L712 Lee & Nightingale, Liverpool. [2227

Allard Cars Wanted

ALLARD in good condition wanted.—Tel. Valentine 2098. [2272

BARTLETT, the Allard buyers.—27A, Pembridge Villas, W.11. Bayswater 0523. [1236

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Allard Spares and Service

BRISTOL STREET MOTORS Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861) for new and used Allards, spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0100

ALLARD MOTOR Co., Ltd., Service Dept., 91 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2338.

DLARD'S MOTORS, Ltd., for all Allard spares.—45-45, Acre Lane, London, S.W.2. Brixton 6451.

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B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2004

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GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon; £1,475.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, £1,395.

GORDON CARS (LONDON), Ltd.—1946 Alvis 14hp coupe, £1,295.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2508

ALVIS 20 saloon, 53 perfect; £300.—Rosslegh, Dean Oak Lane, Leigh on Sea. [1921

1939 Alvis Silver Crest sports saloon, one owner, superbly maintained; £525.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2460

1948 (July) Alvis drop head foursome coupe, £975, exchange considered.

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1950 (March) Alvis 14hp saloon, grey, red upholstery, 20,000 miles, immaculate condition; £1,400.—Box 3642. [2664

1940 Alvis 12/70 tourer, good throughout, mileage 56,000, for sale privately.—Glasgow Douglas 8077. [2265

£275.—Speed 20 Charlesworth saloon, 1934, exchange smaller car.—9, Acre Lane, Carshalton, Surrey. Wal. 4696. [2224

ALTON GARAGE, the Alvis People, for the finest selection of pre-war Alvis cars.—17/19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [2349

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS 14hp 1950 black saloon, registered November, 1949, leather upholstery, low mileage, perfect condition, taxed.—Boston, Lowfell, Aldridge, Staffs. [2647

4.3-litre V.D.P. 4-door pillarless Alvis saloon, recent engine overhaul.—Potter & Richards, Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [2926

895 ans.—Alvis 14, 1947, 4-door sports saloon, black, sliding head, fawn leather, radio, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

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£199/- Note £199/—Genuine 1935 Alvis Speed 20 4-door Charlesworth sports saloon, Bray's New Year offer to enthusiasts.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2186

1948 (March) Alvis 14, fitted superb drop head 4-seater coupe, finished black and chromium with green leather, twin horns, fog lamp, one most careful owner, really immaculate and outstanding example, thoroughly recommended; written guarantee; £1,095; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2597

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Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.—A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2600

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0540

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SERVICE and spares for Alvis cars.—

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alvisear, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams. Alvis Coventry.

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SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—C. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0655

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1947 Buick 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.

1950 Chevrolet de luxe saloon, low mileage, as new, choice of two.

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1948 Chevrolet Stylemaster de luxe saloon, series F.J., all extras, seat covers, etc.

1949 Ford V-8 (American) Customs 6-seater, drop head coupe, overdrive, etc.

1947 Ford Mercury right-hand drive saloon, leather interior, all extras.

1947 Mercury Eight, 6-seater drop head coupe (convertible), small mileage.

1949 Mercury Eight 6-seater drop head coupe, electric hood windows, almost as new.

1948 Packard Super Eight 6-seater saloon, overdrive, etc., one owner.

1946 model (regd., 1946) Oldsmobile Dynamic Six saloon, series 76, hydramatic drive, etc.

1948 Pontiac Streamliner Eight, 6-seater saloon, 4-door model, hydramatic drive.

1948 Pontiac Streamliner Six de luxe saloon, also with hydramatic drive.

FOR details and prices of above see under respective classifications, or 'phone, write or call:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2891

American Cars Wanted

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THE American Car Specialists, urgently require all models American Cars. Wembley 8691-2. [0347

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BIGGEST buyers of American cars.

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ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, one owner, colour fawn, synchro gears, as new.—184, Gt. Portland St., W.1. Museum 1001. [2016

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, black, service of perfection.

103 New Bond St., London W.1. Mayfair 6351/6. [7866

CHARLES FOLLETT, Ltd., offer:—

1950 Armstrong Siddeley 18hp Typhoon, blue, radio, 16,000 miles, very good condition throughout; £1,525.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, Off Elgin Avenue, W.9. Cunningham 5936/8. [2599

THE well-known Armstrong Siddeley specialists,

HAMTUNE MOTORS, Ltd., Northamptonshire distributors, 39, Sheep St., Northampton. Tel. 3616.

1940 Armstrong 16 saloon; £475.—Roys Autos, Ltd., Euston 2700. [9764

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe; £1,675.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon; £995.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £875.

GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6611. [2510

1950 Armstrong Siddeley Whitley saloon, black with brown leather, 12,000 miles; £1,550.

JACK OLDING OF MAYFAIR, 8-10, North Audley St., W.1. Mayfair 5242 [1510

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [2747

ARMSTRONG SIDDELEY, 1948 model Typhoon saloon, low mileage, history given; full details on request; price £975.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [2314

WILLIS & PARTNERS (Lymington), Ltd., Emsworth Road Garage, Emsworth Rd., Lymington, Hants. [9381

1950 (July) Hurricane coupe, Lansham grey beige upholstery, 18hp, mileage 8,000, as new; £1,400 about; private.—Box 9068 [3118

1947 Armstrong Hurricane, exceptionally nice condition, fitted with radio, windscreen sprayers.—A. Ringle, Euston 6071 and 2922 [2771

GATEHOUSE offer 1938 Armstrong Siddeley 17 saloon, black, excellent condition; £425.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [9381

£199—1936 Armstrong 17 modern saloon, exceptionally clean condition, unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [2177

1949 model Armstrong Hurricane coupe, 17,000 miles, one owner, black with brown leather upholstery, R.M.V. radio heater; £875.—Tel. Chiswick 5757, London, W.4. [3120

ARMSTRONG SIDDELEY

15hp Armstrong long wheel base saloon, 1953, original carpets, new battery and Solex carburettor, excellent engine, holds 40lb pressure hot, long trial run; £157; near.—Tel. Richmond 3589. [2911

950 ans.—Armstrong Siddeley, May 1947 Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

750 ans.—Armstrong Siddeley, June 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

145 ans.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2722

1950 Armstrong Siddeley Whitley saloon, first registered 21-7-50, finished in black with red leather upholstery, one previous owner, fitted with heater and manual gearbox; in exceedingly good condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2351

1948 (July) Armstrong Siddeley Typhoon saloon, black with brown hide, mileage 24,000, just through makers' hands and passed (100% perfect throughout; £960.—O. D. Guest, Ltd., Caldmore Rd., Walsall. Tel. 4596. [2258

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon, Feb., 1947, black, brown leather, tailored loose seat covers, heater, passlights, serviced and maintained by County distributors since new, moderate mileage; £925.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane foursome drop head coupe, late 1946, metallic grey, new hood and tyres fitted two months ago, engine just overhauled in our workshops, manual synchromesh gear change, air-conditioning, etc., excellent condition; £745.

CAMDEN MOTORS.—Armstrong Siddeley Hurricane foursome drop head coupe, 1947, in black with red leather, W.M.V. press-button radio, heater, seat covers, one owner only, 19,800 very careful miles; £795.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; lines refunded to purchasers from any part of the country; showrooms open till 7 p.m. Monday-Saturday. [2895

1946 (July) Armstrong Siddeley Lancaster saloon, mileage 31,000, splendid condition, serviced regularly by Armstrong distributors, fitted heater and wireless, black with brown leather upholstery; £900 or near offer.—Billington, 3, Pitts Lane, Earley, Reading. Tel. 62258.

1937 Sportsmans close coupled 4-door 4 light Armstrong Siddeley 17hp saloon, beautiful coach-built bodywork in black, and positively like brand new, red leather interior with original carpets to match, interior head linings in cream and unblemished, polished veneered wood fillets, all chrome spot lamp, engine maintains high oil pressure and the whole chassis definitely mechanically sound, 24mpg, with exceptional performance, genuine bargain, £260, photo available.—1, Bentley Rd., Chorlton-cum-Hardy, Manchester, 21. Tel. Cho. 1288.

A & S Limousine 1934/35hp partition, widest occasionals, black exceptional condition, engine overhauled

1939 17hp Limousin., widest occasionals, partition black. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1423

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Parade, W. 2. Cun. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube), Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2599

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Finsbury Park, N.15. [0188

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7801. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. To write, call, phone Kensington 7301. [0644

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0770

BIRMINGHAM distributors, spare parts from 1932.—Frank Moseley (A. S. & S.) Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works Hawley Crescent, Camden Town, Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing complete overhauls, mechanical or coachwork.—Central Garage, Te. Cro. 7464 [1995

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors; new 2.6-litre for demonstration.

BUY or sell your cars at

103 New Bond St., London, W.1. Mayfair 8351-6. [4548

ASTON MARTIN 2-litre tourer, 1937, body respayed, good mechanical condition; £450.—District Garage, Helsby, Cheshire. [2226

ASTON MARTIN 2-litre short chassis 2/4-seater sports, in really first-class mechanical condition, coachwork perfect, new hood, tonneau cover, red, tyres all nearly new; £725.

PARADE MOTORS (MITCHAM), Ltd., 6-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [9083

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Priary Motors, Ltd., Old Windsor. Windsor 2002-3

ASTON MARTIN 2-4-seater sports wanted for cash.—Details, with photograph if possible, to Box 5991.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

PRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2439-5. [0199

AUSTIN SEVEN

£100—Austin 7 tourer, 1935.—J. Thomson, Bay Lodge, Hampton Court, Surrey. [2865

225 gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue, sliding head, blue leather, good Dunlop tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2725

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1939 Austin 8 saloon (crocodile front), finished in a pleasant maroon with upholstery to match, excellent tyres, mechanically sound throughout; 7,000 miles.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [2967

B. J. HUNTER, Ltd., offer:—

1947 Austin 8 saloon, one owner; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9711

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon, blue, brown leather upholstery, immaculate condition. — Swiss Cottage, Finchley Rd., N.W.3. [9414

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1947 Austin 8 de luxe 4-door saloon, black, brown interior, excellent condition; £585.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435 Hertford Rd., Enfield. Howard 1631. [1310

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1946 Austin 8 4-door saloon.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [9974

1940 Austin 8, blue with brown leather interior; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3090

AUSTIN 8, 1946 de luxe, specimen.—See Chipstead Motors, "Sports Cars" column. [1337

1947 Austin 8 de luxe saloon, guaranteed; £520; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [3036

165 gns.—1947 Austin 8 tourer, complete, running order, body rough.—Autornips, 5, Balham High Rd., Balham 1509. [2762

ORIGINAL private owner offers 1946 Austin 8 sun saloon, carefully driven, fully maintained, genuine first-class little motor; £595.—Write Peacher, Milford, Surrey, or tel. Godalming 1154, after January 7th. [2618

1939 Austin 8 2-door saloon, blue leather upholstery, sunshine roof, excellent tyres, a genuine car in exceptionally good condition throughout; guaranteed; £395.—Grimms Garage, Weybridge 1491. [2786

1947 (Aug.) Austin 8 4-door saloon, l/h drive, only 22,000 miles in beautiful condition inside and out, excellent tyres, new spare, this car has not been out of the country, outstanding value; £925.—Paddles Service Garage, London Rd., Guildford 5326. [9330

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1 Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

AUSTIN 8 new, post-war Austin 8 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1286 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 3268. [0794

AUSTIN TEN

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1937 Austin 10 Cambridge saloon, resprayed black with brown leather upholstery, mechanically very sound, 5 good tyres; 349gns.

1936 Austin 10 Lichfield saloon, black with brown leather upholstery, original cellulose, excellent tyres, mechanically sound; 245gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [2968

ELITE MOTORS offer:—

1939 Austin 10 Gordon foursome drop head coupe, recently reconditioned and fitted with new maroon mohair hood, very attractive appearance, outstanding mechanically; £495.

1939 Austin 10 Cambridge de luxe saloon, exceptionally well maintained vehicle, black with brown leather interior; £495.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [2764

B. J. HUNTER, Ltd., offer:—

1945 Austin 10 saloon, very attractive appearance; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2956

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10 de luxe saloon, black, brown interior, excellent condition; £585.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [1309

1939 Austin 10 saloon, well kept car; £425.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [2646

1946 Austin 10hp saloon de luxe, excellent condition; £550.

WALTON-on-THAMES MOTOR Co., Ltd. Walton 200. [2477

1947 Austin 10 saloon de luxe; £690.—Speedy, Sloane 7219. [2481

1935 Austin 10 saloon, taxed; £225.—Roys Autos, Ltd., Euston 2700. [1461

1946 Austin 10 saloon, black, bodywork in first-class condition. £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1521

AUSTIN 10, 1947 de luxe, one owner, immaculate.—See Chipstead Motors "Sports Cars" column. [1338

1935 Austin 10 saloon, fawn, a well-kept car, engine recently overhauled, good tyres all round; £250.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [9730

£399.—Austin 10 Cambridge de luxe saloon, excellent bodywork, sound mechanically, bargain price.—Below.

£445.—1936 Austin 10hp Cambridge saloon, very unusual and beautiful condition, one of the best we have ever offered; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2941

1937 Austin 10 cabriolet, new hood, tyres, good condition, reliable; £525.—Brown, 391, Milton Rd., Cambridge. [2547

1946 Austin 10 saloon, fitted radio, beautiful condition throughout; £675.—Hendon Central Garage, Hendon 1425. [1968

1938 Austin 10 de luxe saloon, excellent condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

1938 Austin 10 saloon, excellent condition; £425.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 8415. [9941

1947 Austin 10 saloon, sale privately, rustless, rebored, immaculate, heater; £685.—Willoughby Cottage, Spixworth, Norwich. [2346

1946 Austin 10 de luxe saloon, one owner, excellent condition; £625.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2914

1939 Austin 10hp saloon de luxe, blue; £420.—Vanderwells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2441

1946 (April) Austin 10 saloon, black; £650; all tyres as new, clean condition, one owner.—Lighthoby, Leiston, Suffolk. Tel. Leiston 202. [3674

1947 Austin 10, black with brown leather upholstery, excellent condition; £650.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2850

1936 Austin 10 Lichfield saloon, finished Portland grey with grey leather, engine entirely reconditioned recently; a most economical and reliable car; £295.

ROBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9008

£235.—1935 Austin 10 de luxe saloon, blue and black, blue leather, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [2191

1946 Austin 10 saloon, sliding head, black, brown upholstery, good tyres, first-class condition; £645.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [2472

WALTER SCOTT, Ltd. 1936 Austin 10 cabriolet, black, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri 5914 [9406

£399. 1940 Austin 10 de luxe saloon, black, brown leather, note the price, an excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [2190

AUSTIN TEN

495 gns.—Austin 10, 1939, Cambridge de luxe 4-door saloon, black, sliding head, brown leather, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Austin 10, June 1937, Cambridge de luxe 4-door saloon, green, sliding head, green leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2734

AUSTIN 10 Sherborne saloon 1936, one owner, well maintained in excellent condition, batteries and tyres good; £275.—Langthorns, Little Canfield, Dunmow, Essex. Great Dunmow 156. [2654

430 gns.—1940 (March) Austin 10hp 4-door sun saloon, black, leather upholstery, new tyres, superb condition; £150 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 5211. [2696

£365.—1937 Austin 10 de luxe sunshine saloon, in exceptionally good condition, interior very clean, cellulose spotless, good tyres, battery, etc.; this car is open to any expert examination.—Nel Motors, Gordon Works, Gordon Ave., Stanmore. Mills. Tel. Grimsdyke 992. [3049

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0959

ALL new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0724

POST-WAR Austin 10 required, in good condition.—127, Dovethouse Rd., Putney, S.W.15. [2630

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0600

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2968. [0795

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A40 saloon, heater, 1,000 miles; £1,225.

1949 Austin A40 saloon, radio, heater, 10,000 miles; £995.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [2793

NEWNHAMS, Ltd.

1950 Austin A40 saloon, grey with blue, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2308

B. J. HUNTER, Ltd., offer:—

1950 Austin A40 saloon, full de luxe model; £995.—Below.

1949 (November) Austin A40 saloon, country car, carefully used; £895.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [9675

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 saloon, green, heater, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. [2917

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, grey, grey upholstery, 11,000 miles; £995.

1949 Austin A40 saloon, grey, grey upholstery, 7,000 miles; £975.

836 842, High Rd., N.12. Hillside 0084 [2143

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, fawn, brown leather, 1,700 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [4858

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 Devon, heater, sliding roof, beige, one owner, 11,000 miles, choice of two, taxed; £1,045.

A £50 a good selection of genuine low mileage cars, offered with our 5 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [2580

1949 Austin A40 saloon, new condition, one owner; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde Edgware Rd., N.W.9. Col. 8082. [2645

1948 Austin A40 Dorset saloon, black, heater; £620.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9004

1950 A40 utility, 7,000 miles; £675.—Roys Autos, Ltd., Euston 2700. [9760

1950 A40 saloon, 7,000 miles; £1,025.—Roys Autos, Ltd. Euston 2700. [9767

1949 A40 saloon, radio and heater, immaculate condition; £895.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [1300

1949 Austin A40, fawn, £950.—C. A. Pete, Ltd., 42, North Audley St., W.1. Mayfair 3051. [2125

AUSTIN car, A40 Devon saloon, grey, December 1949, 23,000 miles; £1,075.—Riggs Motors, Birmingham, 6. [2319

1949 Austin A40 saloon, grey; £925.—C. A. Pete, Ltd., 42, North Audley St., W.1. Mayfair 3051. [2723

1949 Austin A40, blue, blue interior, small mileage, in excellent condition throughout; £985.

BROADWAY MOTORS, 16-18, Broadway, Bexley-heath. Tel. Bexleyheath 3591. [3031

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 Austin A40 Devon de luxe, blue, heater, 1,500 mileages, perfect condition; £895.—Box 6070. [5042

1949 Austin A40, green; £850.—Frickers of Holland Park (next door to Underground). Tel. Park 5077. [2137

1950 Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [6525

1950 (July), 6,500 miles, dark green; £1,050.—Hanley Motor Mart, Ltd., Hanley (Stoke-on-Trent). Tel. 29047. [2485

1950 (March) Austin A40 Devon 4-door saloon, sun roof, radio, heater, one owner; offered at "off-season" price of £925.—NORTHERN MOTORS OF HARROW, 186-194, Pinner Rd., Harrow 4444/4694. [2455

1949 Austin A40, in good condition, low mileage, best offer over £900.—Tel. Holborn 2424 before 5, or Enterprise 3297 in evening. [2563

1949 Austin A40, grey, blue leather, heater, loose cover, very low mileage, choice of two; £945.—Odeon Motors, Ltd., Barnet 4100. [1292

1950 A40 Devon sunshine saloon, grey and blue trim, one owner small mileage; £1,075.—Kings Motors 1 High St., Hounslow. Tel 3532 [1319

1950 Austin A40 saloon, low mileage, choice of two, one radio, from £975.—Allery & Bernard, Ltd., 372 Kings Rd., Chelsea. Tel. Flaxman 7545. [6790

1949 Austin A40 sun saloon with heater, blue, 11,000 miles, spare unused; £925.—L. F. Dove Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2627

£915 !—Austin A40 Devon 4-door saloon, July, 1949, beige, lawn leather, condition virtually unblemished inside and out, carefully and very sparingly used by one owner.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 7 p.m. Monday-Saturday. [2885

895 gns.—Austin A40, April 1949, Devon 4-door saloon, portland grey, fawn leather, heater, one owner, carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below.

750 gns.—Austin A40, August 1948, Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2725

1950 (Oct., 1949) Austin A40 saloon, mist green, leather, one owner genuine mileage 15,000; £895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [2709

1950 (September) A40, beige, roof and heater, 7,000 miles, faultless condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2775

1949 (June) Austin A40 Devon saloon, grey with blue leather, sun roof, radio and heater, one owner, 21,000 mls., perfect; £875.—Gibsons Sports Cars (Victoria), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2656

1950 (Nov.) Austin A40 Devon, fawn, radio, heater, sun roof, 4,000 miles, genuinely like new throughout; £1,025; compare condition, mileage and price exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [2915

Austin A40 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0957

A40 car wanted.—Mac, 2, Park Hill, Carshalton, Surrey. Wallington 6397. [2167

A S new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St., (Hampstead Tube), Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

A LMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0651

A USTIN A40 cars wanted.—Motourists (London) Ltd., are immediate cash buyers of A40s and 10hp sedans.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0704

AUSTIN TWELVE

ROUNDABOUT offer:—

1947 Austin 12hp saloon, colour black, in first-class condition throughout; £765.—ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [1970

1947 Austin 12 saloon; £750.—Roys Autos, Ltd., Euston 2700. [9759

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition, £425; also 1936 12/6, above average condition, £255.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 55. [5762

A USTIN 12 saloon, 1937, low mileage, one owner, extensive overhaul and new engine, March, 1951; exceptional condition throughout; £450.—Thorp, 1, Abbotts Close, Aylesbury. Aylesbury 345. [2870

£299.—Austin 12 saloon, first registered 1937, but a 1936 model, recently recellulosed and in immaculate condition, new tyres, etc.; open to any expert examination.—Kel Motors, Gordon Works, Gordon Ave., Stanmore, Middx. Tel. Grimsdyke 942. [3070

AUSTIN TWELVE

1939 Austin 12 Ascot saloon, excellent condition; £445.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2915

Austin Twelve Cars Wanted

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

1937.—8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2501-2. [0094

AUSTIN FOURTEEN

£69.—1932 Austin 14 de luxe saloon, excellent running order, main tyres.—Bray Motors 180-182, West End Lane, N.W.6. Hampstead 6490. [2842

1939 Austin Goodwood saloon, black, exceptional condition throughout; £445; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [2699

AUSTIN SIXTEEN

CAR MART, Ltd.
LONDON Distributors.

1948 Austin 16hp saloon, heater, 6 months' guarantee; £925.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [2794

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner; £895.—WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4177

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [3006

1950 with Austin 16 hire car, low mileage, complete with radio; £995.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1041

MILES OF MAIDSTONE.—1948 Austin 16, green leather, 16,000 miles, one owner; £985.—Maidstone 4714 [2717

£295.—Austin 16 4-door saloon, 1935, in amazing original condition throughout; many others.

BENNMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9—6 (50 yards Holland Park Tube). [2250

1948 Austin 16 saloon, radio, heater, 15,000 miles, as new; £975.—Hendon Central Garage, Hendon 1423. [1992

1948 Austin 16 saloon, one owner; £895.—Blue Star Garages, 364, Kensington High St., W.14. Western 98.31.

1948 one private owner, small mileage, excellent order, maintained by distributors, seen West Country; £975.—Box 6062. [2855

1948 Austin 16 saloon, replacement engine, perfect condition, new tyres; price £925.—The Bucks Motor Co., Aylesbury 164. [2576

A USTIN 16hp saloons, £10 tax; from £850; part exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [2534

1949 Austin 16 5-seater de luxe saloon, black with brown hide, fitted heater, very fine condition throughout, one owner; £950.—ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9007

1947 (Aug.) 16hp Austin saloon, finished in black with brown leather upholstery, 23,000 miles, in really beautiful condition throughout; £935.—BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [1776

1948 Austin 16, leather, black, excellent condition; £850; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2.

1948 Austin 16, radio, heater, 25,000 miles, in exceptionally good condition; £875.—Folkard, 115, Baker St., W.1. Welbeck 8181. Berkhamsted 51. [2349

1946 Austin 16 saloon, one owner, recently recellulosed, disc wheels, excellent condition throughout; £800.—Patterson, Seahome, Whitburn, Sunderland. [2644

A RCHIE SIMONS & Co., Ltd.—1946 Austin 16 saloon, colour blue, brown leather upholstery, in excellent mechanical condition throughout; £675.—94, Gt. Portland St., W.1. Lan. 1345. [2524

1947 Austin 16 black, brown leather, heater, immaculate condition; £795; exchanges, hire purchase.—B. & H. Motors, 1864-8, High Rd., Whetstone, London N.20. Hillside 6671-2. [2407

850 gns.—Austin 16, 1949, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2726

HIRE car (1950) partition, widest forward occasionals, 4-door, leather, 28,000, reasonable cost.—ALPE & SAUNDERS, LTD., Providence Court, North Audley Street, Mayfair-2941 [1424

Austin Sixteen Cars Wanted

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

WANTED, Austin 16s, 1948 and 1949 saloons.—Motourists, East Finchley Station. Tudor 2501. [0705

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0955

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High st. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN A70 & A90

CAR MART Ltd.
LONDON Distributors.

1950 Austin A70 saloon, radio, heater, 10,000 miles; £1,275. [2793

1949 Austin A70 saloon, heater, 12,000 miles; £1,195. [2792

1950 Austin A90 Atlantic convertible, power operated, radio, heater, 13,000 miles; £1,245.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [2795

TOM GARNER, Ltd., offer

1950 Austin A70 Hampshire saloon, fawn with brown leather, upholstery, fitted radio, heater and sun roof, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2340

1950 Austin A70 saloon, black, brown leather, heater; £1,275; terms, exchanges.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2590

1950 (Nov.) Austin A70, 4,000 miles.—Ernest Sutton. Tel. Rosate 4 (trade only). [5129

1950 (Feb.) Austin A90 drop head coupe, green, speedo rdg. 12,000; £1,250, exchange.

R. SEWARD, "Longwood," Upper Bassett Avenue, Southampton. Tel. Bassett 68851 & 68852. [2321

1950 A90 coupe, power head, radio, 9,200 miles.—Pickett, Harold Rd., Margate. Thanet 20401. [2652

A70 Hampshire, Nov., '50, grey, 5,500 miles, radio, heater, sun roof, perfect, no dealers.—Sunbury 3446. [2624

1950 Austin A70 saloon, 9,000 miles; £1,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [1629

1950 Austin A70, low mileage, immaculate condition; £1,195.—The Bucks Motor Co., Ltd., Aylesbury 164. [2577

1950 Austin A70 saloon, 8,000 miles, extras; £1,225.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2833

1949 (first rec. August, 1949) Austin A70 Hereford saloon with sliding head, radio.—Crouch, Ashford, Kent. Tel. 866. [5081

1950 Austin A70 Hampshire saloon, grey, fitted radio, one owner, excellent order; £1,185.—Sands, Burnham, Bucks. Tel. 84. [2465

CASE'S MOTOR MART.—1950 Austin A70 saloon, black, carefully used; £1,190; written guarantee.—5, Warren St., W.1. Euston 4110. [9662

1950 Austin A70 saloon, black, grey leather, 5,000 miles, as new; £1,275.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2286. [2780

1950 model Austin A90, power operated coupe, left-hand drive, 12,000 miles; £1,025.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel 4371. [9951

3000 miles; Nov., 1950, A70 saloon, leather, radio, heater, used only 6 months, black, brown interior; £1,275; accept cash and higher mileage A90 drop head.—Flat 1, 81, Aberdare Gardens, N.W.6. [2536

A USTIN A70, 1949, genuine 25,000 miles, 5 new tyres, green, excellent condition; one affectionate owner, emigrating; £1,100 or near offer.—Waller, Barley Mow, Clifton Hampden, Berks. Tel. Clifton Hampden 13.

ROSE & YOUNG, Ltd., offer 1950 Austin A90 Atlantic coupe, power-operated hood and radio, low mileage, pale blue; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1723

Austin A70 and A90 Cars Wanted

A S new, post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1298 (day). [0891

EXCHANGE 1950 Allard standard saloon, 6,000 miles, excellent condition, for 1950 Austin A70 or similar.—Box 6066. [3038

AUSTIN EIGHTEEN

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 Austin 18hp limousine, 7-passenger, face-forward seats, division, royal blue, fawn upholstery, 20,000 miles, one owner, an exceptional car in every way, practically new; £1,175.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2527

195 gns.—1937 Austin 18 Gordon saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [2759

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30, Arnold 4604. [8030

L F. DOVE offer 1937 model Austin Hertford saloon, one private owner, 32,000 genuine miles, condition excellent; £465.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

CAMDEN MOTORS.—Austin 18hp 7-seater limousine, late 1938, genuine Iver model, a valuable and most desirable car, fully equipped with division, wide face-forward occasionals, pastlights, Smith's heater, etc., previously taxed privately, carefully and moderately used, black coachwork, thoroughly well maintained, leather upholstery front and rear in really good order, the whole car being in condition to give an excellent period of service; £795.

CAMDEN MOTORS.—Austin 16hp 7-seater limousine, 1938, similarly equipped as above model, colour dark blue with leather front and rear to match, condition a shade less outstanding than above but thoroughly sound in every respect; recent £60 overhaul to engine, rear box and back axle, almost new Dunlop heavy duty tyres, genuine value at £715.

CAMDEN MOTORS.—Austin 16hp 7-seater, 1936, long chassis York series, very good example for the year, all leather interior, face-forward seats, etc., special easy clean wheels fitted like 1938 model, runs particularly well and will give reliable service; £550.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Monday-Saturday. [2884

CHILTERN CARS offer a 1939 Austin 18 long chassis Windsor de luxe 7-seater, face-forward folding occasionals, immaculate black cellulose with dark blue leather upholstery, coachwork entirely unmarked, exceptional mechanical condition, twin Mellotones, tyres as new, an almost faultless example of this popular model; £745; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [3020

A & S offer selection of 1937/38/1939 seven seater Saloons, also partitioned Limousines, leather, black, guaranteed. Seen:—
ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1425

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN TWENTY

TOM GARNER, Ltd., offer

1937 series Austin 20 enclosed driver 7-passenger Mayfair landaulette, blue with blue leather, one previous private owner, 25,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6. [2339

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-FOUR

1938 Austin 23.5hp Mayfair 7-seater limousine, one owner, leather, any trial.—Kidners, 2, Rosemont Rd., Hampstead, N.W.3. Hampstead 4434. [2457

AUSTIN TWENTY-EIGHT

1939 Austin 28hp Ranelagh, one owner, engine lately thoroughly overhauled, any trial.—Kidners, 2, Rosemont Rd., N.W.3. Hampstead 4434. [2458

A & S Limousine 1939 Ranelagh, partition, leather throughout, engine overhauled, exceptional throughout. Seen:—
ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1426

AUSTIN A125 & A135

CAR MART, Ltd.,
LONDON Distributors.

1950 Austin A125 saloon, radio, heater, 8,000 miles, £1,895.
1949 Austin A125 saloon, radio, heater, 19,000 miles; £1,575.
1950 Austin A135 saloon, radio, heater, 5,000 miles; £2,495.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [2795

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 (November) Austin Sheerline saloon, 20,000 miles, immaculate condition; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2990

1949 Austin Sheerline saloon, silver grey, radio, heater, luminus mileage, one owner.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [2538

AUSTIN Princess, June, 1950, black limousine, perfect condition; £1,950 or nearest offer.—Mountview 6637. [2501

1950 Austin A135 Princess saloon.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [2446

ANTHONY CROOK offers 1950 Sheerline, 12,000 miles, one owner, immaculate; £1,775.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3 [1313

AUSTIN black Sheerline saloon 1948, fitted radio, heater, one owner, exceptional condition.—Secretary, Ransome & Marles Bearing Co., Ltd., Newark. [2478

AUSTIN 1949 (August) Sheerline, grey, chauffeur driven and maintained, one owner, showroom condition, many extras, 15,000 miles only.—Offers to Box 6084. [3075

1950 Austin Sheerline, black with grey leather, 11,000 miles only; £1,695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3105

MAY 1950, Austin Sheerline, just overhauled and in AI immaculate condition, 20,000 miles; £1,750.—Totteridge, Finchley.—Tel. Richmond 2805 9 a.m.-6 p.m. Meadway 2880 after 7 p.m. [2866

1949 Austin Sheerline, grey with grey leather, 15,000 miles only; immaculate; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3104

AUSTIN A125 & A135

1949 Austin Sheerline saloon, radio, heater, colour grey, upholstery to match, taxed Dec., 1952, accept £1,350; car unmarked and immaculate.—Simm, 19, Bennett Rd., Higher, Crumpsall, Manchester, 8. [2624

AUSTIN Princess, 1949/50, first registration December, 1948, black, 17,000 miles, magnificent condition, most carefully maintained, upholstery and carpet covers used continuously; £1,900; seen London.—Tel. Monarch 8521. Box 6073. [3045

NAYLOR & ROOT, Ltd.—1950 Austin Sheerline saloon, black, beige hide, 11,000 miles, radio and heater, perfect condition; £1,825; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2790

Austin A125 and A135 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [3552

AUSTIN MISCELLANEOUS

WEMBLEY COURT MOTORS offer:—
1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; £1,200.
1939 Austin 12 saloon, blue, in very good condition throughout, any trial; bargain, £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2927

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon; £1,045.
GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon; £995.
GORDON CARS (LONDON), Ltd.—1949 Austin A40 Countryman, £945.
GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon; 5 from £1,325.
GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon; 3 from £1,795.
GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon; £1,595.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2509

FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new Austin Sheerline limousine and the new Austin 16hp 5-seater hire car together with a range of selected used Austin cars both pre-war and post-war.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [2930

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and 16hp horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4901-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

MEPES & MEPES, Ltd. (Est. 1895),
WISH to purchase for cash for a special order a 1937-1939 Austin 16hp, 8hp, 10hp and 12hp saloon, must be in excellent condition, preference to one-owner car; fullest particulars and figure required to buying dept.—Ting Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2550

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

AUSTIN 10 or medium hp in good condition wanted.—Tel. Valentine 2086. [2296

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 23, Conduit Mews, W.2. Amb. 6049. [3039

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition, Mayfair 5242. [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Weybridge 233. [0841

C. A. PETO, Ltd., 42, North Audley St., W.1., urgently require post-war small mileage Austin cars in first-class condition.—May 3051 [3036

Austin Spares and Service

NORMAND, Ltd.
MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

C. G. NORMAN & Co.,
AUTHORIZED Austin retailers and buyers of low-mileage Austin cars of any horse-power, service, spare parts and replacement units.—50, Vauxhall Bridge Road, London, S.W.1. Victoria 2211. [0271

THE CAR MART, Ltd.,
LONDON distributors, spare parts for all models cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 15, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People.—Burnham, Bucks 94. [0905

FRICKERS OF HOLLAND PARK (next door to underground) for Austin Service. Tel. Park 5077. [1504

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 3652, 2520.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [2205

WEST London.—Rogers Garage; repairs and service, stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [3013

Austin Spares and Service

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery to many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—97, Acre Lane, S.W.2. Brixton 1155. [0164

BENTLEY (3½- & 4¼-litre)

CMT

CAR MART, Ltd.

1950 Bentley Mark VI standard steel saloon, black with maroon leather, 15,000 miles; £5,650.
1948 Bentley Mark VI standard steel saloon, grey with blue leather, 8,000 miles; £4,750.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 2454. [2796

JB

JACK BARCLAY, Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444
JACK BARCLAY, Ltd. [0087

HH

HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL Motoring Organization.

1949 Bentley Mark VI 4¼-litre standard sports saloon, grey with dark grey leather.—Ref. H.7878.
1947 Bentley Mark VI 4¼-litre drop head coupe by H. J. Mulliner; blue with blue upestry.—Ref. H.7325.
1938 Bentley 4¼-litre 2-door sports saloon by James Young; black with maroon hide.—Ref. H.7660.
ALL cars carry our unique six months' guarantee unless otherwise stated at time of purchase; please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD Rd.,
HALIFAX, Yorkshire.
TEL. Halifax 5944. [1964

FOX.
OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, have a large selection of Rolls-Royce and Bentley cars, including the undermentioned:—
1948 4¼ standard steel saloon on Bentley Mark VI chassis, grey and black with maroon leather upholstery, exceptional condition; £4,450.
H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Regent 7087.
FOX. [1886

RR

RIPPON.
RIPPON.
RIPPON BROS., Ltd.,
NORTHERN Bentley Specialists.

1950 Mark VI standard steel saloon, tudor grey with maroon leather.
1949 Mark VI standard steel saloon, black with grey leather.
1949 Mark VI standard steel saloon, tudor grey with grey leather.
1948 4¼ Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waistband.
1947 (Nov.) Mark VI standard steel saloon, black with blue leather.
FOR further particulars, please contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (3 lines). Also at Bradford, Leeds and Sheffield. [0906

BB

BROOKLANDS.

1949 (December) Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8851-8. [4550

RF

F. FUGGLE, Ltd.
1950 Mark VI Bentley standard steel saloon, one owner, genuine mileage 2,600; £5,950.
F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685 [7950

FRANK DALE offers:—
1935 Bentley R.J. Series 4-door saloon by Thrupp & Maberly, exceptional condition. Bentley maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5541

CYRIL SHEPPARD offers:—
1935 Bentley 3½-litre 4-door sports saloon by Freestone and Webb, swept tail with hood, dual grey with leather, very pretty car, excellent chassis, chauffeur maintained, one owner; £1,275.—102, Kings Rd., Reading 2712. [3024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

TOM GARNER, Ltd., offer

1949 Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.

1950 Bentley 4¼-litre Mark VI semi-razor edge sports saloon by H. J. Mulliner, silver and blue with blue leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2342

PARK WARD & Co., Ltd.,

OFFICIAL Bentley retailers,

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0655

R. C. MORTLAKE offers:—

1936 4¼ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork reconditioned, altogether immaculate, £1,550.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30, Arnold 4604. [3751

JACK OLDING OF MAYFAIR,

OFFICIAL Rolls-Royce and Bentley

RETAILERS offer:—

1950 Bentley Mk. VI standard saloon with div., black with beige lthr., 11,000 miles; £5,950.

1950 Bentley Mk. VI standard saloon, midnight blue with blue lthr., 21,000 miles; £5,900.

1949 (Nov.) Bentley Mk. VI standard saloon, blue with blue lthr., 18,000 miles; £4,850.

1950 (Oct.) Bentley Mk. VI standard saloon, metallic fawn, off white lthr., 22,000 miles; £5,800.

1949 (May) Mk. VI standard saloon, 2 shades green, 11,000 miles; £4,950.

1949 Bentley Mk. VI power-operated coupe by Park Ward, green with green lthr.; £4,975.

1948 (Nov.) Bentley Mk. VI standard saloon, metallic grey with grey lthr.; £4,350; 44,000 miles.

1948 (Aug.) Bentley Mk. VI standard saloon, black with tan lthr., 27,000 miles; £4,850.

1947 Bentley Mk. VI Special 2-door saloon by H. J. Mulliner, grey with brown lthr., £4,250.

1934 3½-litre Bentley 2-str. sports, black with beige lthr.; £1,150.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242.

[1508

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI chassis fitted with special coachbuilt Countryman saloon body by Harold Radford (Coachbuilders), Ltd., colour grey with natural grain wood and grey leather upholstery, fitted with radio, heater, de-mister, loose covers and many other extras; just passed by Bentleys and fitted with new tyres; in excellent condition throughout; speedometer reading: 42,094 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1500

MANN EGERTON & Co., Ltd., offer:—

1949 Bentley Mk. VI d.h. coupe by Park Ward, grey with grey leather upholstery, 11,000 miles.

14, Berkeley St., London, W.1. Regent 2073. [2553

GUY SALMON AUTOMOBILES, Ltd., offer:—

4700 miles.—1950 (November) Bentley Mark VI standard saloon, two-tone grey with red leather; £5,850.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [2946

GUY SALMON AUTOMOBILES Ltd., offer:—

1936 Bentley 4¼-litre 4-door sports saloon by Thrupp & Maberly, completely rebuilt throughout and as new; £1,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [9607

MASCOT MOTORS, Ltd., offer the following:—

1935 3½-litre Rippon sports saloon.

1934 3½-litre T. & M. sports saloon.

MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [6352

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors,

SOMETHING very special, standard steel saloon but with special interior and other modifications making the car quite outstanding, regularly serviced by makers, who have just had the car for check over and service, so that it can be offered in faultless condition (May 1950); £5,595.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [2996

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:—

1948 Bentley Mark VI standard steel saloon, maroon, one owner, 22,000 miles, perfect throughout.

1936 (Nov.) Bentley 4¼-litre all-steel saloon by Park Ward, black, brown hide, 82,000 miles, in really magnificent condition, very good history; £1,850.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [2547

BENTLEY (3½- & 4¼-litre)

1950 Bentley standard steel saloon, 600 miles only; £6,500.

EVANS & O'MALLEY, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1353, 1709. [3087

ROLLS-BENTLEY, 1950, Mark VI standard saloon, metallic grey, 25,000 miles; £4,750. Tel. Elstree 1777. [2480

SWANMORE GARAGE, Rolls and Bentley specialists, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1948 Bentley Mark VI S.S. saloon, grey.

1938 Bentley 4¼ L.E. Park Ward saloon, works reconditioned engine,

1937 Bentley 4¼ Gurney Nutting streamlined 4-door saloon, silver.

1935 Bentley 3½ Barker 2-seater d.h. coupe; exchanges, terms.

1938 (March) Bentley 4¼-litre L.S. Series, Thrupp & Maberly, semi-razor edge saloon, black, excellent history.

MC KINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [2437

PADDON BROS., Ltd.—Always have a good selection of Bentley and Rolls-Royce cars.—60, Cheval Place, S.W.7. Ken. 9477. [5835

1949 Bentley standard sports saloon Mark VI 4¼-litre, 4,000 miles, as new, metallic grey, beige hide, heater, wireless, one owner.

ST. JOHN'S MOTOR Co., Ltd., Tunbridge Wells. Tel. 20619. [2465

1934 Park Ward saloon in very good condition throughout, grey, red leather; £1,225.—Brocklebank 9, Weymouth St., W.1. Lan. 3126. [2198

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-5), officially appointed Bentley retailers and repairers; reliable used cars in stock.

1947 Mark VI Bentley, 55,000 miles, colour grey, £3,250.—Clayton's, Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2421

£895 4¼-litre Bentley sports saloon by Vanden Plas, most attractive condition throughout, grey, grey leather interior, excellent tyres, typical Bentley performance.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard (Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 7 p.m. Monday-Saturday. [2881

£1695 4¼-litre Bentley saloon, over £500 spent on it with makers, receipt shown, part exchange considered.—Hanson-Goodman, 59, North Audley St., W.1. Mayfair 5360. [2553

1950 (May) Bentley Mark VI dual grey saloon, one owner, 18,000 miles, perfect specimen; £5,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. [3106

1947 (Nov.) Bentley Mark VI saloon, black, brown hide, radio, mileage 50,000, faultless; £3,850, or near offer.—Bruce France, 8a, Cromwell Mews, South Kensington. Fre. 0513. [2382

SHOW model.—Nov., 1950, H. J. Mulliner special all-metal lightweight saloon on Bentley Mark VI chassis, 6,000 miles, 2-tone blue, blue leather; offers over £7,000.—Wren, Bourne End 168. [3063

BENTLEY Mark VI, first registered November, 1950, in perfect condition, one owner, low mileage, grey standard saloon with covers; £5,650.—W. P. Agace, Gooserye, Worplesdon, Surrey. Tel. Worplesdon 9. [2450

1938 4¼ Bentley, Thrupp & Maberly, most immaculate car, dark grey, with new blue leather upholstery; £2,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1161. [3097

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0565

1948 Bentley Mark VI standard saloon, black with beige leather, fitted with all latest improvements, whole car in perfect condition throughout, one owner; may trial or examination in Midlands; £3,750.—Box 6012. [2301

ARCHIE SIMONS & Co., Ltd.—Bentley Mark VI standard steel saloon, colour grey, blue leather upholstery, radio and heater, nominal mileage, just back from makers, excellent in every way; £4,500.—84, Gt. Portland St., W.1. Lan. 1343. [2525

3½-litre Bentley, first registered October, 1934, fitted with sports saloon body by Arthur Mulliner; this car was supplied new by us and has had one owner only since new; it has been chauffeur-kept and maintained regardless of cost; full history available.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2337

BENTLEY 1949 Mark VI special James Young razor-edge saloon, black and beige, press-button electric windows and rear blind, negligible mileage, Rolls-Royce maintained, private owner, still within guarantee, superb condition; best offer over 4,750gns; seen London; no dealers.—Box 6016. [2510

1936 (March) Bentley 3½-litre 4-door sports saloon by Mann Egerton, black, fawn hide, fitted ride control, Ace discs, Ekco radio, new India Supers; this car was completely rebuilt in 1950 and is in magnificent condition from bumper to bumper; price £1,695.—Low Pell Motor Co., Ltd., 685/691, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [2326

BENTLEY 4¼, second series 1957 model sports 2-door sliding head saloon, most attractive coachwork by Vanden Plas, in superb condition, cellulose blue with black wings and waistline, reconditioned some time ago regardless of expense, fitted best of extras, including radio; inspection or trial welcomed; £1,675; terms, exchanges, etc.—A. E. Palmer Motors, Ltd., 12, Church St., Luton, Beds. Luton 4212-3. [1762

1937 July, 4¼-litre, KT Series drophead foursome coupe, black, many extras, delightful condition.

1939 April 4¼-litre overdrive, MR Series, Park Ward sun Saloon, black, excellent history, carefully maintained.

ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair 2941. [1435

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [7961

BENTLEY number 1, chassis number 1, engine number 17, 1920 model, 5-litre red label type open 4-seater, British racing green, beautifully preserved and in excellent condition, new Dunlops, etc., opportunity to acquire a unique motor car for £575.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [2972

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CMTA

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 5431-2. [5921

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2597

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2457. [0857

WE are open to purchase any type pre-war Bentley cars for completion or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8 [0592

WANTED, well kept 1934 to 1937 Bentley 3½ or 4¼, in exchange for 1950 model Vanguard, black, blue leather, H.M.V. radio, air conditioner, etc., excellent condition.—W. A. Jordon, Holme Mills, Biggleswade, Beds. Tel. 2112. [2775

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, large stocks of spares for all types.

WORKS—Longland Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0595

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce. Works Director, "Wilkie" Wilkinson. Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

B.M.W.

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5250

BMW. type 321 full 4-seater cabriolet, dark blue, red leather, unusually well equipped, including H.M.V. radio, engine heater, trickle charger, etc., one owner since 1950, overhauled by A.F.N., Ltd., at cost of £340 Nov., 1948, under 10,000 miles since, condition quite unique in every detail; £675; exchanges, deferred terms.—Hillcrest, 3, Truscott, Ltd., 173 Westbourne Grove, W.11. Bay. 4274. [1475

Bond Minicar Wanted

BOND MINICAR: In good condition, wanted.—Tel. Valentine 2098. [2273

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. [6622

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. [0827

BRISTOL

BROOKLANDS.
1950 Bristol 402 coupe, maroon, serviced by makers.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8351-6 [4551
FRAZER NASH cars offer:—
1950 (May) Bristol 401 chassis with genuine Farina 2-4-seater convertible cabriolet bodywork, total mileage 16,000, colour off-white, red leather, an immaculate and carefully maintained car.
SUPERLEGGERA/401 chassis type, gen. special sports saloon bodywork by Touring of Milan; Solex carburettors, Newton shock absorbers, close ratio gear box—to be recoloured colour to choice.
1949 type 400 saloon, low mileage car, colour grey.
1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue; also two other type 400 saloons, colour black.
A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0987
KEVILL DAVIES & MARCH, Ltd.
1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.
41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563 [4987
KEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296
1950 Bristol type 401 saloon, 12,000 miles, black, fawn leather upholstery, radio and heater, one owner; £3,250.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [2540
UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141. [0618
1950 (December) Bristol 401, polychromatic grey beige interior, loose covers since new, 6,000 miles, radio and heater, superb condition throughout; £3,150.
MORGAN, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.) [0959
1950 Bristol 401 saloon, a very special car in off white, small mileage and regularly maintained by makers, £3,250; also a 402 drop head coupe at a reasonable price.
R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Fremantle 8401. [2557
ANTHONY CROOK offers choice of several Bristol 401 cars in perfect condition, including 1951 model, covenant free; also 1949 type 400; all cars offered by us have been checked in our specially equipped works; the advantage of dealing with a leading distributor will be obvious.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3. [1312

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27A, Pembridge Villas, W.11. Bayswater 0529. [1240
A.F.N., Ltd., will purchase or accept in exchange 401 Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476
PRIVATE buyer wishes purchase one owner 400/85 Bristol, colour black, guaranteed mileage under 10,000.—Full details to Box 5953. [1919
ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [3049

B.S.A.

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.
1936 B.S.A. f.w.d. 16/9 special Continental coupe, occasional seats at rear, superb mechanical order, 250gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange on your present motorcycle or car; unique 3 months' written guarantee; always 300 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [2966
£235—B.S.A. 10 tourer, 1937, attractively finished in red, mechanically perfect, bargain.—M.B. Motors, 356, New Cross Rd., London, S.E.14. Tideway 3773. [0439
365gns.—B.S.A. Scout, 1939 model, series 6, 10hp sports saloon, black, sliding head, red leather, good tyres, excellent condition; terms; exchanges.—Rowland Smith, below:—
345gns.—B.S.A. Scout, 1939, series 6, 10hp sports 2-seater, red, silver wheels, red leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—
245gns.—B.S.A. Scout, August, 1938, 10hp series 5 sports 4-seater, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.
[2727

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
B.S.A. in good condition wanted.—Tel. Valentine 2098. [2279

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, G1, Portland St., W.1. Langham 7755. [0144
SPARE parts for 10hp and 12-6 fluid flywheel models.—S. Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

POTTER & RICHARDS offer following Bugattis:—
TYPE 44 (3-litre single-cam) 4-seater tourer; £525.
1938 (late) type 57 Ventoux saloon, Bugatti body, 3.3-litre twin-cam, Lockheed brakes; £875.—Kensington 6955, or write Richards, 62, Princes Gate Mews, S.W.7. [2075
CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3229

Bugatti Cars Wanted

GEOFFREY EDWARDS, Ltd., urgently require for immediate cash good type 57 Bugattis, all models.—Amenbury Lane, Harpenden, Herts. Tel. 118. [1451

Bugatti Spares and Service

J. LEMON BUNTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

ROY GALWAY, Ltd.
1950 Buick Super 51 hydromatic 4-door saloon, blue with white wall tyres, heater, radio and absolutely as new.
1949 Buick Special 2-door 6-seater saloon, complete with nylon seat covers, heater, radio; this car is as new.
ROY GALWAY, Ltd., 31, Farm St., Berkeley Sq., London, W.1. Tel. Grosvenor 4747 (4 lines). [9248
SIMPSON'S MOTORS offer:—
1948 Buick convertible, electrically operated hood, all accessories.
1947 r.h.d. Buick 51 Super, with extras, very clean car; for full lists see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [0429
JOE THOMPSON (MOTORS), Ltd., offer:—
RHD 1950 Buick 4-door saloon, colour black, mileage 4,000.
RHD 1950 Buick 4-door saloon, colour maroon, 9,000 miles.
RHD 1949 Buick 4-door saloon, low mileage, radio and heater.
RHD 1948 4-door saloon, colour black, low mileage.
LHD 1949 Buick 4-door saloon, colour black, low mileage.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1323
1936 Buick 31hp 2-door saloon; unrepeatable bargain, £99.
BROOKE ROOSE MOTORS, 32-36, Upper Clapton Rd., Clapton, E.5. Tels. Amherst 3506, Palmers Green 6460, Tottenham 9548. [2545
1940 Buick Viceroy saloon, immaculate condition, brown leather, £695.
ACRES AUTOS, Ltd., 51, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 & 2212. [1965
1947 4-door de luxe saloon, l.h.d., beautifully maintained, £1,575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. [5385
£499—1939 Buick 30hp de luxe saloon, gear lever on steering column, irreplaceable at this price; 5 months' guarantee and exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2939
1938 Buick 6-seater saloon, finished in the original and unmarked black with new brown vynide upholstery, engine recently overhauled and in excellent order, a most attractive and beautiful car with a superb and effortless performance; £395; free delivery; taxed; terms and exchanges.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Pen. 3457. [2450
CAMDEN MOTORS.—Buick series 70 Roadmaster 4-door 6-seater saloon, 1946 model, first registered July, 1947, a beautiful example, immaculately finished in pale green, new look front, full length chromed belt moulding, luxurious upholstery, nylon seat covers, flash-away indicators, radio heater, automatic door lights, white walls, etc., maintained and serviced by London Buick distributors, small mileage and in superb mechanical order; £1,295.
CAMDEN MOTORS.—Buick Roadmaster Eight series 70 special, 6-seater drop head coupe (convertible), 1949 model with Dynaflow drive, power operated windows and hood, radio heater, seat covers, etc., superbly streamlined, body styling similar to latest production model, 14,250 miles, latest screenwash and special low pressure tyres; £2,295.
CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 1949 model, equipped with Dynaflow drive, immaculate black finish with special leather trimmed upholstery, all extras as above model, negligible mileage; £2,650.
CAMDEN MOTORS.—Buick 8/lhp special occasional 2-seater drop head coupe, 1936, attractive silver grey finish with red leather, almost new hood and 6 new Fort Dunlop tyres, whole condition very much above average for its year, particularly in the mechanical sense; £445.
CAMDEN MOTORS.—Buick 8/lhp special Viceroy 6-seater saloon, July, 1940, 6-seater bodywork of handsome and imposing appearance incorporating many post-war features, headlamps built into wings, steering column gear change, built-in heater, overriders, rimbelishers, road tyres in excellent order, twin spares spaced; £595.
CAMDEN MOTORS.—Buick Super 8 pullman limousine 1937, widest occasionals, division, inter com., heater, radio, one owner; £695.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 200 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [2900

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,
THE American Car Specialists, urgently require all models Buick, Wembley 8691/2. [0664
CASH immediately for good Buick.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [2601
BUICK saloon wanted, pre-war, one owner preferred, state year, mileage and all particulars to—Box 6085. [5068
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0504
SIMPSON'S MOTORS (WEMBLEY), Ltd.,
THE American Car Specialists,
URGENTLY require all models Buick. Tel. Wembley 8691-2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards.—Wembley 8691-2. [0665
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0504

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0042

CHEVROLET

SIMPSON'S MOTORS offer:—
1949 Chevrolet 2-door sedan, fitted with heater, low mileage.
1949 Chevrolet 2-door sedan, fitted with radio and heater.
1948 Chevrolet convertible, electrically operated hood, fitted with heater; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.), Wembley 8691-2. [0430
BRITISH & COLONIAL MOTORS offer:—
1946 '47 Chevrolet 4-door Fleetmaster saloon, r.h.d., £10 tax.
Chevrolet 4-door Styleline saloon, r.h.d., 14,000 miles.
1950 Chevrolet 4-door Styleline saloon, l.h.d., 9,000 miles.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3568. [2675
CHEVROLET fixed head coupe, 1939, an attractive 4-seater, in nice condition, 30hp 6-cyl.; £450.
W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Essex. Hainham 770 (8 lines). [2907
1950 Chevrolet de luxe saloon, low mileage, as new; choice of two.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. [1506
1950 (October) Chevrolet 2-door Skyline de luxe saloon, black, mileage 8,000, spare unused; £1,750; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821/2. [2677
£1245!—1948 model Chevrolet Stylemaster de luxe saloon series *F.J.*, with radio, seat covers, heater, pastelglow etc., immaculate silver grey, fastidiously maintained by one wealthy owner, superb low-mileage specimen.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase. Part exchanges. Nearly 500 cars ready for inspection and purchase. Free delivery. Showrooms open till 7 p.m. from Monday to Saturday. [2899

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,
THE American Car Specialists, urgently require all models Chevrolet. Wembley 8691/2. [0668
BRITISH & COLONIAL MOTORS, Ltd.—Distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [2685
SIMPSON'S MOTORS (WEMBLEY), Ltd.,
THE American Car Specialists,
URGENTLY require all models Chevrolet. Tel. Wembley 8691-2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2686

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offer:—
RHD 1951 new Chrysler Plymouth 4-door saloon, colour blue.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1323
£350—Chrysler Richmond saloon, chauffeur maintained.—Durngate House, Durngate Place, Winchester. [2606
£395—1936 Chrysler Q 20hp 4-door de luxe saloon, black, brown leather upholstery, radio and heater, new engine, very good tyres.—G. A. Hall 302 King St., W.6. Riverside 2881. [2415
1949 February (1948 model) Chrysler Plymouth saloon, interior as new, mechanically perfect, fitted with radio and Caldwell heater, finished in grey cellulose, mileage approximately 16,000; price £1,650.
CULVER'S CAR MART, Moseley Rd., Fallowfield, Manchester, 14. Rusholme 1709. [2516

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists, urgently require all models Chrysler. Wembley 6691-2. [0667

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 6691/2. [0347

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

B. J. HUNTER, Ltd., offer:—

1940 Citroen 15hp saloon, just resprayed; £525; bargain.

1939 Citroen 12, genuine bargain; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [2953

GLANFIELD LAWRENCE offer:—

1939 Citroen Light 15 saloon, fitted dual carburettors, radio, etc., superlative condition throughout; £495 —407 High Rd. N.12 Finchley 0091 [9014

JOHN S. TRUSCOTT, Ltd., for Citroen.

PRESENT stock includes:— 1948, 1949 and 1950 Light 15 saloons, from £925 to £1,195; full details on request.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173 Westbourne Grove, W.11. Bay. 4274. [2916

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors.

INVITE your enquiries for guaranteed used Citroens. Sales and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [2986

CHIPSTEAD MOTORS, Ltd.—See our advert. under Sports Cars." [8231

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [7583

1950 Citroen Light 15 saloon, 16,000 miles, colour metallic grey, red leather; £1,225.

E.F.S. MOTORS, Ltd., Kingston By-Pass, Esher, Surrey. Emberbrook 3000. [2522

1937 Light 15, transmission overhauled, new battery, mats, heater; £395.—Pad. 2837. [2545

1950 (March) Citroen 15, black, red leather, radio, heater, speedo, reading 11,000; £1,250.

R. F. SEWARD, "Lingwood," Upper Bassett Ave., Southampton. Tels. Bassett 66651 & 68852. [2322

CITROEN Light 15, first registered May, 1946, 32,000 miles, excellent condition; this bargain should be seen.—Wallington 2436, evenings. [2261

CASS'S MOTOR MART.—1940 (August) Citroen grand de luxe Big 15 6-passenger saloon, black, over £300 spent on reconditioning in 1951; written guarantee. —5, Warren St., W.1. Euston 5523. [2835

CITROEN Light 15, 1947 model, registered November, 1946, exceptionally fine condition, all new tyres, reconditioned engine, radio and heater, panchromatic grey with red leather upholstery; £625.

WILLIS & PARTNERS (LYMINGTON), Ltd., Emsworth Road Garage, Emsworth Rd., Lymington, Hants. [2515

£289 —1937 Citroen Light 15 sports saloon, reconditioned engine recently fitted, unrepeatable offer to Citroen enthusiast.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [2192

295 gns.—Citroen 12 1937 de luxe 4-door saloon, maroon, sliding head, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2728

1946 15hp Citroen saloon, colour black, red leather many extras including Fram, oil-coil, sprung steering wheel, three spot lights, reversing light, special indicators, etc., new tyres; £750.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [2459

Citroen Cars Wanted

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [0004

Citroen Cars Wanted

CITROEN in good condition wanted.—Tel. Valentine 2096. [2275

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974-5. [0677

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 785 and 1437.

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0188

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—175, Westbourne Grove, W.11. Bay 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years.—Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 0464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey and appointed and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017 [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

REDWOOD Citroen body repair service, 24 years' experience crash and general repair.—Holders Metal Works, 239 Staines Rd., Hounslow, Middx. Tel. Hou. 3595, week-ends Hou. 9543. [0137

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [0564

CORD

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Tel. Southbourne 1022. 1950 Registration (£10 tax) Cord saloon, 40,000, attractive mist green coachwork, radio, etc.; exchanges, terms. [2394

DAIMLER

DAVY for Daimler.

DAIMLER 2½-litre Consort saloon 1950 (September), green/green hide, 14,000 miles only; £2,250.

DAIMLER 2½-litre Consort saloon, 1950 (September), grey/red hide, H.M.V. radio, 14,000 miles only; £2,250.

DAIMLER 2½-litre saloon, 1947, blue/blue hide; £1,275.

DAIMLER 2½-litre saloon, 1939 (July), black/brown hide, radio, moderate mileage; £825.

180—182, Kensington High St., W.8. Western 9641. [2765

GUY ALFREDS & Co., offer:—

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in last numerous extras.—6-7, Warren St., W.1. Euston 5268. [2403

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with green leather upholstery, speedometer reading 10,643 miles, fitted with heater and demister, one owner in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6402

McKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon grey, blue leather, sliding roof, heater, taxed Dec. 31st 9,000 miles only, six months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [1165

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp Hooper 7-passenger limousine (1950), deep maroon with interior to match, 12,000 miles only; £4,500.

DAIMLER 27hp Hooper touring saloon, blue and black with blue leather, most attractive coachwork complete with radio, heater, loose covers, serviced by Daimler; £2,950.

DAIMLER 2½-litre Consort saloon (1950), black with brown leather, 4,000 miles, as new; £2,395.

DAIMLER 2½-litre saloon (1950), black and green, with green leather, radio and heater, well maintained; £1,975.

DAIMLER 2½-litre saloon (1949), black with brown leather, excellent performance and appearance; £1,850.

DAIMLER 2½-litre saloon (1947), black with brown leather, radio and heater in excellent order; £1,495.

DAIMLER 2½-litre saloon (1946), black with brown leather, outstanding condition; £1,375.

DAIMLER 32hp Straight Eight limousine, dark blue and black with grey cloth to rear, full 7-passenger equipment including sliding division, folding roof, rail, in excellent condition; £825.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7 Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [2364

DAIMLER

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Daimler 2½-litre saloon, excellent condition throughout; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 3551-2-3. [0663

DAIMLER Consort saloon, August, 1950, black, under 14,000 chauffeur maintained, perfect; £2,095.

DUTFIELD MOTORS, Ltd., Godalming. Tel. 1014. [2549

1949 (Dec.) 2½-litre Daimler coupe by Barker, black with brown litr... 7,500 miles; £1,895.

JACK OLDING & Co. Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [1509

CASS'S MOTOR MART.—1937 Daimler 20 saloon, black and blue, engine just reconditioned, superb order.

1939 Daimler 2½-litre saloon, grey, engine just reconditioned, immaculate condition, written guarantee.—5, Warren St., W.1. Euston 4110. [2857

1950 2½-litre Daimler saloon, black with brown interior, mileage 13,000, in immaculate condition, one owner; price £1,795.

KIRBYS, Ltd., 91, Lord St., Southport. Tel. Southport 4158. [2318

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House Bournemouth. Tel. 5405. [0544

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119. (Tube.) [9090

1934 Daimler 15 saloon, blue, black upholstery, good running order, good tyres, recent engine overhaul; £220, or near.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [1311

1949 (June) Daimler 2½-litre d.h. coupe, speedo 12,529, Barker body, blue/blue upholstery virtually unmarked; £1,775.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 407. [2832

DAIMLER 2½-litre, first registered April, 1950, fitted with drop head coupe body by Barker, finished in two shades of green, one careful owner, fitted radio and heater, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2334

1949 (Nov.) Daimler 2½-litre coupe by Barker, blue with blue leather upholstery, 16,000 miles, exceptional condition throughout, one careful owner; £1,800.—White Hart Garage, St. Austell. Tel. 60. [2356

DAIMLER 15, 1933, coachwork Mulliner, recently thoroughly overhauled, engine rebored, crankshaft ground, by specialists, tyres practically new, mileage 45,000, stored 1939-46.—Offers to Fred H. Vigners, Honeytor, Tavistock, Devon. [2965

ALPE & SAUNDERS.—Limousine 1938 EL 24hp, particularly select occasionals, privately owned, excellent throughout, black, also

1938 EL 24 Seven-seater Saloon by Charlesworth, private, excellent condition.

ALPE & SAUNDERS (100-Limousines) Providence A Court North Audley Street, Mayfair-2941. [1434

Daimler Cars Wanted

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [2932

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012 [2602

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0118

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0683

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., World Concessionaires offer:—

£595—1938 model Delage saloon.

82 Park St., W.1. [4701

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd., world distributors for Delahaye cars offer new 1952 model British built sedanca foursome coupe, delivery 3 to 4 weeks.

82 Park St., W.1. [1704

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0660

DELLOW

CREAM Dellow, supercharged, ex Ken. Burgess, for quick sale owing to death part owner; all tyres (2 new spares), as new; £550, mileage 5,000.—Further details: Roland Sidwell, 27, Union St., Coventry. Tel. 5244 (daytime). [1979

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

D.K.W. Cars Wanted

D.K.W. in good condition wanted.—Tel. Valentine 2096. [2276

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0086

DODGE

OVERSEAS CARS, Ltd.

1949 Dodge saloon, 25.5hp gyromatic transmission, r.h.d., fitted radio, heater and seat covers; 16,000 miles, perfect condition throughout; £2,500.

OVERSEAS CARS, Ltd., 297, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2130

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines. —Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Sheffield 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0363

FIAT

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3233

1938 Fiat 1500 saloon; £425.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3095

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country all for immediate delivery from stock.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 2nd series convertible coupes, in grey stone, black or Channel green, now available for immediate delivery with three months' guarantee; £465.—Below.

MAYFAIR GARAGES, Ltd.—1939 2nd series 500 full 4-seater convertible saloons, choice of three in blue, grey and green, from £565 to £465.—Below.

MAYFAIR GARAGES, Ltd.—1936, 500 fixed head coupes, choice of four, in black, maroon and green; from £375 to £445.—Below.

MAYFAIR GARAGES, Ltd.—July, 1936, 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance, very smart car; £345; choice of four 1936 models. —Below.

MAYFAIR GARAGES, Ltd.—September, 1937, 500 fixed head coupe, grey and black, leather upholstery, good tyres, exceptionally good chassis with outstanding road performance, three months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd.—1947 Simca "Huit" (Fiat 1100 508cc 12hp) de luxe 4-door pillarless saloon, l/h drive, green with soft hide upholstery, Masterradio, Bluemel wheel, twin spot lamps, demister, one owner since new, under 20,000 miles, almost new condition throughout, three months' guarantee; £825.—Below.

MAYFAIR GARAGES, Ltd.—All the above cars carry three months' full guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled English and Italian Fiat mechanics. Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 2104-5. Open 9-6. Sats. 9-12. [2411

C. V. RUSHMER The Fiat Specialist, offers for January delivery 1939 500 4-seater, showroom condition guaranteed.—39, Holland Park, W.11. Park 5731. [1731

445 gns.—Fiat 1500 1939 (registered 1940) 4-door 6-light pillarless saloon, gunmetal, green leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, (Hampstead Tube). Hampstead 6041. [2729

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FIAT in good condition wanted.—Tel. Valentine 2096. [2277

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 2104-5. [0695

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat sales and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, hoods, running boards, etc.; list on request.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 2104-5.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5631. Grams: Fiat, Wembley. [0276

B.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6626.

FIAT 509, 1102 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington Bros., 159 & 161, London Rd., Kingston 5621-2. [5050

FORD (8 h.p.)

CAR MART, Ltd.

1950-51 Ford Anglia saloon, 600 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [2797

MONTROE MOTORS offer:—

1938 Ford 8 saloon, choice of five, from £325.

MONTROE MOTORS (N. H. Boswell), 51-7, Epping New Rd., Buckhurst Hill, Essex. Buc 1171-2. [2985

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Anglia saloon, colour black, leather cloth upholstery, choice of two cars, both in really first-class condition. [9373

1949 Ford Anglia saloon, colour black, leather cloth upholstery, with loose covers, fitted reconditioned engine, very clean car.

A MOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [9374

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

WELL HALL ROAD GARAGE.

1950 (Oct.) Ford Anglia, black, one owner, low mileage, three months' guarantee, perfect; £672.

WELL HALL ROAD GARAGE, Well Hall Rd., Eltham, S.E.9. Eltham 3834. [1755

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £475.

JUNE, 1947, Ford Anglia saloon; £545.

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [3006

W. J. BROWN, Ltd., used Ford specialists.

1948 (June) Ford Anglia saloon, black, one owner, genuine mileage 4,600; £645.

1947 (Nov.) Ford Anglia saloon, black; £525.

1946 (April) Ford Anglia saloon, black; £460.

W. J. BROWN, Ltd., Main Ford Dealers,

339 Finchley Rd., N.W.3. Hampstead 4414. [2473

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

WE always have a good selection of Ford Anglias which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms. —Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [2998

1936 Ford 8, two owners, in exceptional condition throughout; £245.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6985

1949 Ford Anglia saloon, black, one owner, excellent condition; £635.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4360. [5001

1949 Ford 8 saloon, 8,000 miles; £635.—Roys Autos, Ltd., Euston 2700. [1430

1950 (June) Ford Anglia, fawn with red upholstery, 10,000 miles; £745; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off the Moor), Sheffield, 1. Tel. 24697. [4435

1947 Anglia, first registered Rhodesia, May, 1946, steel roof; £500.—Tel. Gerard 5250. Can be seen West End London. [2269

£525.—1947 Ford 8 saloon, immaculate and beautiful condition, 2 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2942

1949 model Ford Anglia, reconditioned engine just fitted, interior like new, moderate mileage, paintwork unblemished; £625.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [2756

1937 Ford 8 saloon, excellent car throughout; £225.—Thomas Motors, Ltd., 117, London Rd., Kingston, Surrey. Tel. 6415. [9040

£225.—1936 Ford 8 saloon, black, leather interior, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2179

1949 (August) Ford Anglia, black, red leather, outstanding appearance, full history; £575.—Hall, 9a, Black Lion Lane, W.6. Riverside 6250. [2640

1939 Ford 8 sln., recond. engine, excep. condition; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2372

£399.—1946 Ford Anglia saloon, black, taxed.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061. [2105

£295.—1939 Ford 8 saloon, black, excellent runner, good tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2643

1949 Ford 8 Anglia saloon, black, in first-class condition, £650; 1948 Anglia with reconditioned engine, £595; also 1947 in first-class condition, £565.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7641

£295.—1938/9 Ford 8 saloon de luxe, excellent condition.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1109-8-9. [1344

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £625; terms, exchanges.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5362

FORD (8 h.p.)

750 gns.—Ford Anglia (November, 1950) 8hp saloon, black, one careful owner, 5,627 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

725 gns.—Ford Anglia (October, 1950) 8hp saloon, fawn, radio, one careful owner, 10,400 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

475 gns.—Ford Anglia (July, 1947) 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2730

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

£585.—1949 Ford Anglia saloon, black/brown, one owner, low mileage, choice of seven; three months' guarantee; terms, exchanges; lists.—Pride & Clarke, Ltd., 257, Brixton Hill, S.W.2. Tulse Hill 3664-5. [2957

1946 (October) Ford Anglia saloon, black, red leather upholstery, new maroon regency seat covers, excellent condition, 3 months' guarantee; £535.—(Capital) Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mou. 5451.

Ford Eight Cars Wanted

A 8 new, post-war Ford 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1286 (day). [0724

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour black, with brown leather upholstery, 21,000 miles, mechanically perfect. [9375

1950 Ford Prefect saloon, colour green, leather upholstery, Philco radio, link-mats, spot lamp, showroom condition, 13,000 miles.

A MOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9375

CAR MART, Ltd.

1950-51 Ford Prefect saloon, 100 miles; £975.—Car Mart, Ltd., 390, Euston Rd., N.W.1. Euston 1212. [2798

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

PALMERS MOTORS, Ltd.

1947 Ford Prefect saloon, chrome front, excellent condition; £550; exchanges and terms.—13, York St., Twickenham. Popesgrove 1890. [2958

PRIDE & CLARKE, Ltd.

£795.—1950 Ford Prefect saloon, beige maroon leather, one owner, 6,000 miles, choice of two.

£735.—1949 Ford Prefect saloon, black/brown leather, one owner; choice of three.

£579.—1947 Ford Prefect saloon, black fawn upholstery, reconditioned engine.

MANY others; three months' guarantee; terms, exchanges, lists.

PRIDE & CLARKE, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [2961

BOON & PORTER, Ltd.,

1950 Ford Prefect saloon, black with green upholstery, mileage 5,000, positively unmarked; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [1282

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, beige, brown upholstery, 90 miles; £965.

836 /842, High Rd., N.12. Hillside 0094. [2142

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1949, Ford Prefect saloon; £635

JULY, 1949, Ford Prefect saloon; £675.

FEBRUARY, 1950, Ford Prefect saloon; £695.

OCTOBER, 1950, Ford Prefect saloon, 6,000 miles; £910.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [3007

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (Nov.) Ford Prefect saloon, beige fawn upholstery, 11,000 miles; £725.

1947 (June) Ford Prefect saloon, black, brown leather upholstery; £625.

1946 (Dec.) Ford Prefect saloon, black, brown leather upholstery; £575.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [2474

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors.

WE always have a good selection of Ford Prefects which have been through our works and overhauled mechanically and bodily and which are therefore far above average condition; exchanges and terms. —Ford House, New Rd., Dagenham Essex. Rainham 770 (8 lines). [2999

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

1947 Ford Prefect sal., 25,000 miles., black/grey, ex. cond.; £595.—TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temp.e Bar 5536. [2493

1949 Ford Prefect, green, leather; £685.—Wimbush & Co., Ltd., Abbey 6896. [2519

1949 Prefect saloon, spotless; £845.—Mitchell, 1, Basham H.gh Rd., S.W.12. Ba.ham 2254.

£350—Ford 10 1938 saloon, excellent cellulose and appearance throughout, choice 2; many others.—DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.)

1950 model Ford Prefect, black, 12,000 miles only, immaculate; £625.—Hendon Central Garage, Hendon 1425. [1993

£780—1950 Ford Prefect, black/red leather, one owner, 1,800 miles, taxed 1952, inspection by appointment.—FRAMLINGHAM & EASTERN COUNTIES CO-OP. EGG & POULTRY SOCIETY, Ltd., Burrell Rd., Ipswich. Tel. 51091.

1950 (Nov., 1949) Prefect, black, carefully used and serviced; £750.—Campbell Symonds, Wembley 6262. [7155

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles, 3 months' written guarantee; £595.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256-7.

1949 Ford Prefect, black, red leather, perfect mechan.cally, 18,000 miles, one owner; £745.—Tel. Lee Green 4555.

1950 Ford Prefect saloon, black leather, mileage 7,000.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6524

1000 miles.—1950 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5586. [1268

1939 (March) Ford 10 Prefect 4-door saloon, leather, very exceptional; £425.—348, King St., Hammersmith. Riverside 2837-8. [2926

1939 Ford 10 Prefect 4-door saloon, new engine, loose covers, one owner; £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725.

1940 Ford Prefect saloon, 2-door, with cloth upholstery recellulosed, interior as new, reconditioned engine just fitted; £450.—Below.

1948 Prefect saloon, black, leather upholstery, £750; 1950 Prefect saloon, black, leather, one mileage £675.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1519

1950 Ford Prefect saloon, 6,000 miles, one owner, leather upholstery, wonderful condition.—Further particulars from Sands, Burnham, Bucks. Tel. 84. [2464

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 6-14, Meard St., Soho, W.1. Lanham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed.

£325—Reg. 1941 Ford 10 Prefect 4-seater tourer, grey, good weather equipment, clean condition, bargain.—Bray Motors, 189-194, West End Lane, N.W.6. Hampstead 6490.

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £565.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441.

1950 Ford Prefect saloon, 12,000 miles, green/green, superlative condition throughout.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.8. Western 4351. Trade only.

1948 model Ford Prefect, black, red leather, fitted new reconditioned engine; £655, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2.

1948 (July) Ford Prefect de luxe saloon, black, with grey interior, fitted with special Bluemels spring steering wheel gear lever extension and oil air cleaner and silencer; engine just reconditioned an extremely smart car; £725.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561.

JACK ROSE, Ltd., offer 1949 Ford Prefect 4-door saloon, appearance absolutely as brand new, mileage 8,000; 50-mile demonstration willingly; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

695cns.—Ford Prefect (February, 1948) 10hp 4-door saloon, black, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2731

FORD 10 saloon, first registered September 1947, excellent condition throughout, just overhauled, new engine, steering, brakes, etc.; £550, can arrange terms if required.—Call Mr. Elliot, Princes Head Hotel, Richmond Green, Surrey, or Richmond 1572. [2405

Ford Ten Cars Wanted

A GOOD 1938-9 Ford 10 saloon wanted from careful owner.—Please Tel. Bat. 4926, evening. [2259

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0585

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

A S new, post-war Ford 10 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768 (day).

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 3486. [0855

FORD (V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 5,000 miles; £1,115.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2779

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Ford Pilot, 12,000 miles; £1,075.—Tel. Radlett 6167 and 5849. [5115

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, colour blue, with blue leather upholstery, 11,000 miles.

1950 Ford Pilot saloon, colour green, with beige leather upholstery, radio and heater, 12,000 miles.

A BOVE cars available for demonstration anywhere, any time. Hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0576

NEWNHAMS, Ltd.

1950 Ford Pilot saloon, black with beige, radio, heater, 5,000 miles, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.

B. J. HUNTER, Ltd., offer:—

1949 Ford Pilot saloon, leather upholstery, fitted radio and heater; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [2095

SIMPSON'S MOTORS, offer:—

1949 Ford Customs super de luxe with radio and heater; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [2410

GUY ALFREDS & Co., offer:—

1950 Ford Pilot, loose covers, radio, heater, exceptional.

1949 Ford Pilot, leather, exceptional condition.—

1949 6-7 Warren St., W.1. Euston 3268. [2490

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot saloon, green, brown leather, radio and heater, 5,000 miles.

1950 Ford Pilot saloon, black, brown leather, radio and heater, 17,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon; £1,075.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2511

1950 (Sept.) Ford Pilot, 11,000 miles.—Ernest Sutton, Tel. Rosate 4 (trade only). [3125

1950 Ford Pilot, 9,000 miles, black/brown leather, spare unused.—Mac, Wallington 6397. [2166

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

£385—1939 91a Ford V.8 drop head coupe, fitted heater and radio, new hood, in excellent condition.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755.

1950 (Oct.) Ford Pilot, delivery mileage, blue leather, radio, heater.—Offers to Box 5963. [2023

1949 Ford Pilot, black with brown leather, heater, radio; £925.—Harris & Collins, 34, North Bar, Banbury. [2548

MAYFAIR COUNTRY CARS.—Ford V.8 79A model roadster, excellent condition throughout, taxed; £365.—7 George Yard, Grosvenor Sq., W.1. Mayfair C131. [0137

1949 (May) Pilot de luxe saloon, radio, heater, and leather upholstery, 14,000 miles, as new throughout; £685; exchange considered.—Turner, Pkl. 7935. [2561

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 6970. [4562

1949 Ford Pilot saloon, blue with leather upholstery, fitted radio, as new throughout, new engine.—Alite Machines, Ltd., Pixmore Ave., Letchworth, Herts. Letchworth 965. [2630

1950 (August) Ford V.8 Pilot, 18,000 miles, fitted with private owner heater and new tyres, in first-class order throughout; £1,000.—Ceres, Boarshead, Crowborough. Tel. 830. [1633

1950 (October) Ford Pilot saloon, channel-green beige, leather upholstery, radio, heater, recorder; mileage 8,300, many extras including loose covers, a truly unmarked and as new motor car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9639

ROSE & YOUNG, Ltd., offer: 1950 Ford Pilot saloon, immaculate condition, low mileage, fitted radio; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute from Streatham Hill Station). Tulse Hill 6464. [2134

1938 Ford V.8 30hp 4/6-seater drop head coupe, most attractive car, mechanically perfect, nearly new tyres, chrome spot, wind tones; bargain £395; terms.—Traynor Motors, East Ham, Grangewood 2550. [9716

1950 (Nov.) Ford Pilot saloon, green, with beige leather, radio and heater, guaranteed 11,000 mls., looks 5,000 mls., as new; £1,035.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2657

£355—1938 Ford V.8 30hp saloon, clean, attractive five car, mechanically sound, new battery, nearly new tyres; also 1937 drop head coupe in splendid original condition, £395; terms.—Traynor Motors, East Ham, Grangewood 2550. [9715

£875—1949 Ford Pilot saloon, blue/blue leather, heater, radio, roof rack, 17,000 miles, one owner, choice of two; three months' guarantee; terms, exchanges; lists.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tulse Hill 3664/5. [2958

1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,000, one owner, finished attractive pale green with brown leather upholstery, built-in radio heater, spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed; price £1,145.

MOTORISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station N.2. Tudor 2501-2. [5737

FORD (V.8)

CAMDEN MOTORS.—Ford V.8 30hp 6-seater saloon. Model 91A, first regd. July, 1947 (£10 flat rate tax), modern streamlined appearance, head lamps built into wings, loose seat covers, heater, large type bumpers with overriders, chromed rimsleibers, etc., good mechanical order; exceptional value at £525.

CAMDEN MOTORS.—Ford V.8 30hp saloon 1939, dark blue with grey interior, condition quite above average for a pre-war car, good tyres, smooth, powerful performance; £395.

CAMDEN MOTORS.—Ford V.8 (American model) Custom 6-seater drop head coupe (convertible), 1949 production, similar style body to late 1950 model, all intake vents to frontal grille with central insignia, superb finish in lustrine maroon with leather trimmed upholstery, whole car practically faultless in appearance, all extras, special overdrive giving a magnificent performance coupled with the utmost economy for a car of its size; £1,695.

CAMDEN MOTORS.—Ford Mercury right-hand drive 6-seater saloon, 1947 model, new look mouthorgan front and super streamlined bodywork with swept tail, similar to latest production model, excellent black finish with all leather upholstery, usual extras, and the most attractively priced post-war American R.H.D. saloon offered at £695.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for free catalogue of nearly 500 used cars; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Mon.–Sat. [2592

FORD V.8 Cars Wanted

A S new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0892

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0956

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0664

UTILITY—FORD OR OTHER BODIES

DICKS.

1937 Ford V.8 utility; choice of 30hp and 22hp from £500.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6868-9. [1315

1939 Ford utility, rebuilt as 1951; £495.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open weekdays 9 a.m. to 7.30 p.m. [2921

FORD Mercury utility (first reg. 1948), in excellent condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9754

FORD V.8 utility, 22hp, first registered July, 1947, mechanically sound, converted to ambulance and almost unused for past 2½ years.—Offers to The Registrar, The College of Aeronautics, Cranfield, Bletchley, Bucks. [2304

225cns.—Ford V.8 (July, 1950) 30hp 81A 4-door 6-seater utility, timber body, glass all round, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2732

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St., Hampstead Tube). Hampstead 6041

£600 for 1948 Ford V.8 shooting brake, good condition essential; view in Hants.—Box 6009. [2266

FORD MISCELLANEOUS

J. DAVY offers:—

FORD Pilot, 1950, a green/beige hide, radio, heater, 7,000 miles only; £1,150.

FORD Pilot, 1950, November blue/blue hide, heater, 5,000 miles only; £1,150.

FORD 10 Prefect, 1950, October, black/brown interior, 400 miles only; £685.

FORD Prefect, 1948, registered 1949 March; £725.

FORD Prefect, 1947, June, black, £685.

FORD Anglia, 1949 10hp engine, radio; £665.

FORD Anglia, 1949, March, beige; £645.

FORD Anglia 1947, August, new engine; £545.

FORD Pilot, 1949 model, green/beige hide, radio, heater; £925.

180—122 Kensington High St., W.8. Western 9641. [2767

1949 Ford Prefect saloon, leather, one owner; £800. Also

1947 Ford Prefect saloon; £625. Also

1946 (Dec.) Ford 8 saloon, excellent mechanical condition, one owner since new; terms, exchanges; £525. Also

1937 Ford V.8 30hp 7-seater utility; terms, exchanges; £475.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2591

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-5. [0578

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0585

W

H

AROLD PERRY, Ltd., main Ford dealers.—In lots Works, 279, Ballards Lane North Finchley, N.12 Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2769. [0621

FORD 6 or 10h in good condition wanted.—Tel. Valentine 2091. [2297

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lanham 0012. [2605

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0220

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock; 219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at FORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FORD 8 popular front wings, £11 a pair, rears £6 a pair.—Brooks Cars, 94, Queens Rd., Brighton. [0453

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [0095

ALDARS MOTORS, Ltd., 42-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

NEW Fordson 6 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs, etc.—Write Box 4424. [0110

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

FRAZER NASH-B.M.W.

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

FRAZER NASH-B.M.W. 2-litre, Type 95, 2-seater cabriolet, registered January, 1936, finished grey and blue, immaculate condition throughout; £495. [2575

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55, also 327/80 coupe, 327/55 saloon and 326 cabriolet de luxe.—27A, Pembridge Villas, W.11. [1243

1938 Frazer Nash-B.M.W. 2-litre type 45 standard saloon, one owner since new, genuine total mileage 58,000, £595 lowest.—Box 6056. [2851

FRAZER NASH-B.M.W. Type 326 Clubman 4-door sports saloon, exceptionally fine condition throughout, including new battery, tyres, etc., black leather upholstery with silver piping, black and blue panelling, heater and other extras; full details on request.—WILLIS & PARTNERS (LYMINGTON), Ltd., Emsworth Road Garage, Emsworth Rd., Lymington, Hants. [2512

595 gns.—Frazer Nash-B.M.W. 1938 2-litre type 326 4-door sports saloon, gunmetal, grey leather, i.f.s., good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2733

1939 Frazer Nash-B.M.W. Type 327/80 drop head coupe, 1950 Bristol 6B engine, close ratio gear box, bodywork in excellent condition, all new shock absorbers, new hood and lining, wonderful performance with quietness and flexibility; £1,295.—Leigh, 37, Belsize Court, Hampstead, N.W.3. [2669

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers. R.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT, we are very interested buyers of all Frazer Nash-B.M.W. models.—27A, Pembridge Villas, W.11. Bayswater 0523. [1241

HEALEY

BROOKLANDS.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models

1951 Healey Tickford saloon, grey, speedometer reading 4,000

1950 Healey Silverstone sports 2-str.

1949 Healey Elliott saloon, metallic grey.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 0351/3. [9681

GUY SALMON AUTOMOBILES, Ltd. offer:—

1951 Healey Abbott drop head coupe, 8,000 miles, latest type Ivyn speaker, M.W. radio, a faultless example B.M.T.A. consent subject to balance of covenant; £2,150.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-3-3. [9919

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

HEALEY Elliott saloon, B-type chassis, first registered April 1948, finished grey, blue leather upholstery, superior condition; £1,350

ENQUIRIES invited for new Healey cars.

E [2572

BARTLETT.—Healey 1950 late type Silverstone, 11,000 miles, one owner, exceptional value; Healey Duncan drop head coupe, £1,350.—27a, Pembridge Villas, W.11. [1244

Healey Cars Wanted

HEALEY in good condition wanted.—Tel. Valentine 2098. [2276

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27A, Pembridge Villas, W.11. Bayswater 0523. [1242

HILLMAN 10

DICKS.

1946 Hillman Minx saloon, engine overhauled; £625.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [5610

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, radio, 4,000 miles; £1,135.

1949 Hillman Minx Phase III saloon, 10,000 miles; £995.

1948 Hillman Minx Phase II drop head coupe, 12,000 miles; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [1800

PALMERS MOTORS, Ltd.

1947 Hillman drop head foursome coupe; £625; exchanges and terms.—55, York St., Twickenham. Popesgrove 1890. [2951

WITHAMS OF BALHAM.

SPECIAL New Year offer:—

20 only Hillman Minx saloons, unregistered, £10 tax, overhauled, reconditioned, 3 months' guarantee; £535.

WITHAMS MOTORS, Ltd., 16, Balham Hill, S.W.12. Battersea 5280-5709. [2705

CYRIL SHEPPARD offers:—

1950 (October) Hillman Minx Mk. IV convertible, 11,000 miles, beige and red, spotless; £1,075.—102, Kings Rd., Reading 2712 [9852

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, fitted radio, low mileage; £925.—Below.

1949 Hillman Minx, low mileage, one owner; £635.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [2954

WELL HALL ROAD GARAGE.

1946 (May) Hillman Minx, black, one owner, 29,000 miles, lovely condition throughout; bargain at £585.

WELL HALL ROAD GARAGE, Well Hall Rd., Eltham, S.E.9. Eltham 3634. [1754

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx convertible coupe, black red interior, 12,000 miles; £995.

836 842, High Rd., N.12. Hillside 0024. [2140

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8740

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed; bargain, £450. —Fortune Green Rd., N.W.6. Hem. 2211.

SELSDON ROAD GARAGE, CROYDON, offer:—

1948 (Sept.) Hillman Minx drop head coupe in black with fawn hood and brown hide upholstery, speedo, reading 23,000, immaculate car; £725.

54 Selsdon Road, S. Croydon, Surrey. Cro. 5470. [9547

1939 Hillman Minx drop head coupe, guaranteed; £375.—Below.

1939 Hillman Minx saloon, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [2926

GORDON CARS (LONDON), Ltd.—1950 Hillman P.III convertible sal.; £995.

GORDON CARS (LONDON), Ltd.—1949 Hillman P.IV saloon; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2512

£635.—Hillman Phase II estate car, unregistered, rebuilt, guaranteed.

JOHN JORDAN, Laburnum Road Garage, Sandy, Beds. Tel. 64. [2970

1948 Hillman Minx saloon Phase 2, 19,000 miles, unmarked; £865.—Below.

1949 Hillman Minx saloon Phase 3, immaculate condition; £895.—Below.

1950 Hillman Minx saloon Phase 4, 11,000 miles, colour beige, red leather; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 4451/2. [2710

HILLMAN coupe, December, 1948, 29,000m. one owner; £700.—Spe. 5866, or Box 6068. [3040

1947 Hillman Minx saloon, left-hand drive, excellent condition; £630.—Box 5992. [2256

1950 Hillman Minx Ph. IV, spotless condition, tyres nearly new; £1,050.—Elmbridge 1273. [2565

1949 Hillman Minx Ph. III saloon, black, good tyres, good condition; £790, no offers.—Box 6060. [2655

325 gns.—1938 Hillman 10 saloon, superb condition. —Autosnips, 5, Balham High Rd., Balham 1509. [2756

HILLMAN Minx, smoke grey, genuine mileage 12,000, one careful owner only; £675.—Tel. Addiscombe 6051. [2433

1934 Hillman 10 saloon; bargain, £175.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221, Mal. 1627. [8094

1947 Hillman Minx saloon; £650.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. [2907

HILLMAN 10

1949 Hillman Minx Phase III saloon, green, first-class condition throughout, bodywork and tyres; £950.

1939 Hillman Minx saloon, green, bodywork in first-class condition, reconditioned engine recently fitted; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1522

HILLMAN Minx drop head coupe, 1947, new hood, refurbished silver grey, heater, radio, super condition; £685.

DUTFIELD MOTORS, Ltd., Godalming. Tel. 1014, 2551

1950 Hillman Minx, 35,000 miles, grey; £1,025.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051 [2124

£777.—1948 Hillman Minx 10hp saloon de luxe, genuine 15,000 miles only and just like brand new.—Below.

£445.—1939 Hillman Minx de luxe saloon, spotless and overhauled mechanically, 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2943

1950 Phase IV Hillman Minx saloon, as new; £940.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221, Mal. 1627. [3090

1947 Hillman Minx perfect condition; one owner.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3536-7 [9438

1950 (September) Hillman Minx Phase IV black saloon, 17,000 miles, heater, immaculate; £925.—Betchworth (Surrey) 2282. [2662

200 miles, 1950 Hillman Minx Ph. IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2680

1949 Hillman Minx saloon, black, one owner immaculate condition; £845.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1935

1939 Hillman Minx drop head coupe, new engine overhauled, in very good order; £425.—The Bucks Motor Co., Ltd., Aylesbury 164. [2579

1947 Hillman Minx drop head coupe, immaculate condition; £625.—Smith's Car Sales, 3, Balham High Rd., S.W.12. Bal. 7626. [2369

1950 Hillman Minx convertible, under 1,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2682

1948 Hillman Phase II saloon, in good condition; £700.—Crown Garage, Albany St. (Mdl. Barracks), N.W.1. Tel. Euston 6507 and 1520. [9577

1947 Hillman 10 saloon, 1st reg. 1949, excellent condition, 14,000 miles; £675.—Ivens Garage, Station Rd., Acocks Green, B'ham. Aco. 0200. [2631

1948 Hillman Minx de luxe saloon, one owner, fitted heater, almost new condition; £755.—King's Motors, 1, High St., Hounslow; Tel. 0532. [1320

£265.—1936 Hillman Minx saloon, blue, excellent runner, bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2195

1938 Hillman 10hp de luxe saloon, perfect car, clean; £295; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 225. [2625

1950 Minx, green, red leather, 6,000 miles, one owner, in faultless condition throughout; £1,075.—Brockiebank, 9, Weymouth St., W.1. Lan. 2265. [2483

1934 Hillman Minx 4-door saloon, grand little car; £145.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8636. [2539

£635.—1947 series Minx d/h in brand new condition, original, one owner, definitely unmarked, tyres unworn.—Flat 1, 52, Aberdare Gardens, N.W.6. [2567

1947 Hillman Minx drop head coupe, one owner, low mileage, faultless condition; £695.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513.

1946 Hillman Minx saloon, black, leather upholstery, fully reconditioned; £595.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2268. [2761

£845.—Phase III Hillman Minx saloon, 1949 model, fitted heater and seat covers; excellent condition, nominal mileage, exceptional value for money.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 7 p.m. Monday-Saturday. [8886

1948 Hillman Minx Phase II saloon, grey, one owner, 20,000 miles; £795.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [9647

£750.—1948 Hillman Minx drop head coupe, blue, with blue hide upholstery, practically new condition, fitted radio.—O. S. Hall, 502, King St., W.6. Riverside 2881. [2416

1950 model Phase IV Minx saloon, green, brown leather upholstery, 11,000 miles, perfect condition; £925.—John Gray 20, Hermitage Lane, N.W.2. Speedwell 1242. [2634

1947 Hillman Minx drop head, £10 tax, good mechanical condition, very smart; £650; terms.—Midland Motor Co., Traffic St., Derby. Tel. Becketwell 40124. Open 10-8 six days.

695 gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

595 gns.—Hillman Minx, Sept., 1946, 10hp de luxe 4-door saloon, steel grey, sliding head, loose covers, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

425 gns.—Hillman Minx, 1939, 10hp de luxe 4-door saloon, black, sliding head, red leather, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2734

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1950 (Nov.) Hillman Minx saloon, beige, loose covers, heater, small mileage, immaculate throughout, one owner; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2978

1950 (May) Mk IV Minx, black; another 1950 series, green, 11,000 miles; £950; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2777

TANKARD & SMITH, Ltd., offer 1939 Hillman Minx in black with brown upholstery, good running order and clean coachwork; £365, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1940 Hillman Minx saloon, in black with red leather, coachwork, interior and chromium in above average condition, good mechanical order; £475, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx d.h.c. four-seone coupe, in attractive fawn with leather to match engine recently reconditioned, whole car in first-class order; £635, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx saloon, in black with brown leather, moderate mileage only, beautiful condition; £675, three months' written guarantee; also 200 guaranted used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II d.h. foursome coupe, in grey with matching leather upholstery and hood, immaculate condition throughout, £895, three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx Phase III saloon, in opalescent green with red leather, moderate mileage only, one owner since new, very attractive car; £675, three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198 Kings Rd., S.W.3. Tel. Flaxman 4801-3. [1892

1942 Hillman Minx 10hp de luxe saloon, leather, metallic green, excellent condition throughout, 3 months' written guarantee, terms, exchanges; £445.—C.N.K. Motors, 535, Finchley Rd., N.W.3. Hampstead 6522. [2112

1949 Hillman Minx Mark III saloon, pastel green with seat covers, 1st regd. April '49, low mileage, very carefully used; £675; any pre-war or post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [2459

1949 Hillman Minx Mark IV saloon, fawn with red leather, H.M.V. radio, 1st regd. 7.10.49, very good car, chauffeur kept; £950; any pre-war or post-war car considered in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [2460

1949 (Feb.) Hillman Minx Ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000 one private owner, fitted twin screen defrosters, sportsmans type good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed; price £875.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5729

HILLMAN Minx Phase IV drop head coupe, first registered October, 1950, carefully driven and maintained by one fastidious owner for 5,000 miles only; absolutely immacu ate and without blemish; very stylish finished in green with brown interior and fitted with all latest modifications, exchanges and hire purchase welcomed.—Cox's Motors Ltd Conduit St., Leicester, Tel. 60319.—[9438

HILLMAN 14

£444—1938 Hillman 14 de luxe saloon, excellent and beautiful condition; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2944

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd. S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

RS

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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ROOTES, Ltd.

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ISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

HILLMAN 10 in good condition wanted.—Tel. Valentine 2096. [2296

A S new, post-war Hillman required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

WANTED.—1939 Hillman 14hp, in good condition.—Tel. Northwood 2061, after 7.30 p.m. [2879

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0798

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7 Lonsdridge Rd., Barking. Tel Rippleway 1285 [0439

Hillman Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

NOTTINGHAMSHIRE distributors, Humber Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. [0552

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

NORTH and Central London.

PATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1285. [0676

HARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

Hispano-Suiza Spares and Service

HISPANO repairs and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [5234

1939 Hotchkiss 10hp saloon, grey, blue leather, excellent condition; £450.—Baumer, Cross Side, Waltham St. Lawrence, Reading. [2627

1937 Hotchkiss Paris Nice 4/5-seater fixed head coupe, large swept boot, new upholstery, carpets, chrome and reecllulosed blue; £675.—Potter & Richards, Kensington 6955; or write Richards, 52, Princes Gate Mews, S.W.7. [2075

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0515

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties.

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8557

H.R.G. 1947 Aerodynamic, 38,000, Girling hydro-mechanical brakes, teleocntrols front, rear, Scintilla, new hood, tyres, one owner.—Keighley 3507. [3056

H.R.G. Cars Wanted

H.R.G. in good condition wanted.—Tel. Valentine 2096. [2279

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, colour two-toned grey, speedometer reading 16,501 miles, just passed by Hudson Motors, fitted with radio and heater, left-hand drive, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9586

DICKS CAR SALES, The Hudson Specialists, offer:—

1938 Hudson 22hp saloon, special de luxe model, very superior condition; £475.—Below.

1938 Hudson 17 saloon, full 6-seater, retrimmed; £495.

1939 Hudson 17 saloon, steering gear change, recond. engine; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2698

1938 Hudson black saloon, 17hp, Bedford cord, new tyres, nice condition; apply original owner since new; price £425.—Stanway, Grasmere, Mere (Bucklow Hill 2217). [2344

1937 Hudson de luxe saloon 21.6hp, metallic green finish, real leather upholstery in lovely condition, over £100 spent at Hudson's this year, 20+mpg with typical American comfort, owner taking delivery of new vehicle, quick sale required, any trial; best offer secures.—Apply or write "Wyvenhoe," Byron Rd., Earley, Reading, Berks. [2672

£348—22hp Hudson Terraplane, fitted with English coach-built 4-seater sports saloon body with large rear boot, superb appearance and condition, cellulose unmarked, new tyres, new battery, new economy carburettor (22 mpg), many extras including demisters, pass lamp, fog lamp, Lucas headlamps; open to expert examination.—Kel Motors, Gordon Works, Gordon Ave., Stanmore, Middx. Tel. Grimsdyke 992. [5071

Hudson Cars Wanted

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SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Hudson. Wembley 8691/2. [0961

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.,

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691/2. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

DICKS.

1937 Humber 18 saloon, positively unmarked, genuine bargain; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2690

BROOKLANDS.

1949 Humber Super Snipe, as new.

103 New Bond St., London, W.1. Mayfair 8551-6. [4551

CAR MART, Ltd.

1949 Humber Hawk saloon, radio, heater, 7,000 miles; £1,425.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2801

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

COACHCRAFT offer:—

1936/7 Humber Snipe 4-light sports saloon, just fitted new works engine, excellent condition throughout; £195; A.A. or R.A.C. inspection if desired.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2905

B. J. HUNTER, Ltd., offer:—

1950 Humber Hawk 14hp saloon, really superior order; £1,195.

B. J. HUNTER, Ltd., 82, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [8674

KENTISH & THOMSON, Ltd.

1948 Humber Hawk saloon, steel grey, 26,000 miles, one owner and in perfect condition throughout; £675.

564/566, Wickham Rd., Shirley, Croydon. Springpark 3477. [2720

GUY ALFREDS & Co., offer:—

1949 Humber Super Snipe, black.—6-7, Warren St., W.1. Euston 3266. [2402

H. A SAUNDERS, Ltd., offer:—

1950 Humber Hawk saloon, large engine model, black, red upholstery, heater, etc., 9,000 miles; £1,445.

836/642, High Rd., N.12. Hillside 0024. [2141

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Super Snipe Mark III saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 9,000 miles.

1949 Humber Pullman limousine, black, leather and cloth upholstery, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1659

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1935 Humber 16hp de luxe 4-door saloon, black, fawn hide upholstery, coachwork, mechanical condition and tyres excellent, carefully maintained by late owner, above average; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2528

GUY SALMON AUTOMOBILES, Ltd., offer:—

1951 model Humber Super Snipe, 3,000 miles, absolutely new car; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9665

CAMDEN MOTORS.—Humber 18hp Snipe saloon de luxe, 1946, late registration, completely unblemished metallic grey finish with grey leather interior, fitted dual pass lights, etc.; very carefully owned and maintained; £795.

CAMDEN MOTORS.—Humber Super Snipe saloon de luxe, 1947, black with brown leather interior, one careful owner only, regularly serviced by distributors, most attractively priced; £895.

CAMDEN MOTORS.—Humber Super Snipe saloon de luxe, 1949, unblemished black coachwork with brown hide interior, nominal mileage only, outstanding condition; £1,195.

CAMDEN MOTORS.—Humber 27hp Pullman seven-passenger limousine, 1938, widest face forward occasionals, winding division, excellent black coachwork, late property of business executive, tared privately, most carefully and scrupulously chauffeur maintained and driven; £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue: nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open 'till 7 p.m. from Monday to Saturday. [2901

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

HUMBER Hawk saloon, first registered May 1949, finished green, fitted with radio and heater, excellent order; £1,250.

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring lim.; £1,675.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon; £1,450.

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 14hp saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon; £1,295.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611.

1950 Humber Hawk saloon.—Greenways, Lockerley, nr. Romsey, Hants. [2005

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles. TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [2491

1949 Humber Super Snipe saloon, black; £1,325.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [7716

1950 Mark 4 Humber Hawk, one owner, 7,000 miles only, blue, extras; £1,425; three months' guarantee.

CARRIS MOTORS, Lewisham Bridge, S.E.13. Lee Green 8585.

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441.

EIGHTY-seven miles.—1951 (Nov., '50) Humber Super Snipe, also 3,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3122

HUMBER 21hp saloon, black, in exceptionally good condition; £595.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2585

1800 miles, 1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2679

1946 Humber Hawk saloon, one owner, very exceptional condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2393.

1947.—Choice of two Super Snipes; from £650.—Potter and Richards, Kensington 6955 or write Richards, 62, Princes Gate, S.W.7. [3000

1948 Humber Hawk saloon, black, excellent condition; £850.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [2956

1951 model Humber Super Snipe saloon, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2681

1949 Humber Hawk saloon, black with brown leather, very carefully maintained; £1,150.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [2385

1950 Humber Hawk saloon, 11,000 miles, bronze, red leather, radio, immaculate; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [9743

7,500 ins.—1940 (reg. 1944) Humber 16.9hp 4-door de luxe saloon, recond. engine, 8/80 on top; £195 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 3211. [1967

1949 (Oct.) Humber Super Snipe, black, indistinguishable from new; exchanges; terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2392

1950 model (49, Nov.) Humber Super Snipe saloon, radio, heater, loose covers, taxed Dec. 1952, superlative condition; accept £1,175.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [2626

1950 Humber Imperial 7-seater saloon, 10,000 miles only, black with ivory and tartan seat covers; £1,795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3100

1951 (Oct., 1950) Humber Super Snipe, 27hp saloon, black, upholstery fawn, loose covers, radio and heater, perfect condition, mileage 12,500; £1,600.—Write, J. Stein, 16, Finsbury Circus, E.C.2. [2360

HUMBER Hawk de luxe, 1948, September, metallic chrome grey, all extras, heater, passlights, etc., one careful owner, condition literally as new, 15,000 miles; £1,050.—E.F.S. Motors, Kingston By-pass, Esher, Surrey. [2263

1950 (May) Humber Hawk saloon in green with brown leather, radio and heater, one owner, guaranteed 15,000 miles, as new; £1,225.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1949 Humber Pullman limousine, first registered 8.8.49, face forward occasional seats, finished black exterior and upholstered in brown hide to interior throughout, mileage approximately 12,000, chauffeur driven, an immaculate car, open to any inspection and trial.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907.

£450.—Exceptional bargain; privately owned 1939 Humber Snipe saloon, in marvellous condition, one owner since new, unused during war, genuine mileage 31,000; this car is in absolutely original showroom condition and open to the most searching inspection.—Kel Motors, Gordon Works, Gordon Ave., Stanmore, Middx. Tel. Grimsdyke 982.

1948 (H) Humber Pullman limousine, semi razor-edge body by H. J. Mulliner, maroon, fawn leather, press-button electric division and blind, concealed occasionals, folding tables, heaters, front and rear demisters, radio, twin passlights, etc.; list price £5,734; accept £1,800, or exchange smaller car.—Tel. Hampton-in-Arden 116, Warwickshire.

LPE & SAUNDERS Limousines 1946/1947, partition, widest occasionals, black, privately owned, carefully maintained, reasonable cost.

6000 miles only, limousine, 1948 delivery, partition, black, delightful condition, original owner.

1949 limousine, Phase-II, 17,000 miles, black, original owner, excellent throughout, reasonable cost. Seen:—

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REQUIRE modern low-mileage Humber cars.

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

WANTED, Humber 6.8., small mileage, reasonable, cash or exchange Austin 16.—Clark, The Spinney, Hangersley, Ringwood. [2225

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CRIPPS, of Nottingham, urgently require all types of Humber cars, recent mode's, send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0558

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THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Part & Accessories.

CROYDON.—Local service promotes satisfaction. Bring your Humber car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4633. [0317

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1948 Jaguar 14hp saloon, fitted special equipment, as new; £995.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2689

CAR MART, Ltd.

1948 Jaguar 3½-litre saloon, drop head coupe, radio, heater, 16,000 miles; £1,495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2802

S. MORRIS & Co.

29-31 Edgware Rd., London, W.2. Tel. Pad. 5075-6. offer:—

1949 Jaguar Mk. V (reg. Dec.) 3½-litre saloon, black, beige leather, one owner; £1,595. [7444

SLOCOMBES, Ltd.

1949 (Sept.) Mark V Jaguar, 10,000 miles; £1,775.

SLOCOMBES, Ltd., 56-52, Dudden Hill Lane, N.W.10. Willesden 4669. [2692

R. F. FUGGLE, Ltd.

1949 3½-litre Jaguar saloon, mileage 8,800, in every way as new; £1,950.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2705

H.W. MOTORS, Ltd.

XK 120, 1950, total mileage 4,100, new special competition engine fitted, 700 miles only, twin exhaust system and stiffened springs, finished in grey, car as new throughout; £2,450.

H.W. MOTORS, Ltd., Walton-on-Thames. 783 and 1437. [2458

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

JAGUAR 3½ drop head foursome coupe, first registered October, 1948, finished black, red hood, heater, radio, discs, condition equal to new; £1,375. [2574

JAGUAR

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1949 (August) 2½ Jaguar Mark V saloon, one professional owner from new, regularly serviced by main distributors; £1,500 or near offer, lorries, exchanges; A.A. or R.A.C. inspection invited.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2908

CYRIL SHEPPARD offers:—

1949 Jaguar 3½-litre, 14,000 miles, black, red leather, spotless throughout; £1,850.—102, King's Rd., Reading 2712. [2054

SAUL & SLATTER, Ltd., offer:—

1950 Jaguar Mark V 2½-litre saloon, grey, 11,000 miles; £1,925.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205, 7175. [2508

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather inserts, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Jaguar 3½-litre saloon, excellent condition; £1,050.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [9666

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mk. V saloon; £1,895.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon; £1,675.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 2½-litre Mk. V saloon; £1,650.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon; £1,175.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon; £895.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [2515

XK120 Jaguar, ivory, brown leather, small mileage, one owner.

RIPCO, Ltd., 16, Alcomarle St., Mayfair, W.1. Regent 2958. [2541

SWANMORE GARAGE, 1,176-1,180, Christchurch Rd., Boscombe. Tel. Southbourne 1022.

1950 Jaguar 2½-litre Mark V silver.

1949 (Oct.) Jaguar, 2½-litre Mark V, black. [2393

1947 1½-litre special equipment Jaguar, finished in grey with grey leather, discs.

1949 3½-litre Jaguar saloon, black with light pig-skin leather, very nice order, discs, heater.—A. Ringle, Euston 6071 and 2922. [2770

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3546

£345 nearest.—1937 Jaguar 1½-litre saloon, excellent condition throughout.—Richmond 5661. [3085

1948 3½-litre Jaguar saloon, cream; £1,250.—C. A. Peto Ltd., 42, North Audley St., W.1. May. 3051. [7719

1949 (July) 3½-litre Jaguar Mark V saloon, black, red leather, radio, heater, low mileage, £1,775.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [2447

1947 model Jaguar 1½ special equipment saloon, radio, discs, etc.; £850.—Roys Autos, Ltd., Euston 2700. [1422

R. F. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate E.7. Maryland 4818-9 [0700

1948 Jaguar 3½-litre drop head coupe, black, brown leather, fawn hood, heater, demister; £1,150 or very near offer.—Box 6071. [5045

1950 Jaguar Mark V 2½-litre saloon, privately owned, grey, red leather, R.M.V. radio, spare unused; £1,795; seen Esher, Surrey.—Box 6069. [3041

1947 2½-litre Jaguar saloon grey with red leather, H.M.V. radio, heater, pass lamps, sun roof, superb condition throughout, chauffeur kept; £950.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8533. [2929

1947 2½-litre S.S. Jaguar saloon, colour black, in good condition; £800.—John Whaley, Ltd. London Rd., Bishop's Stortford. Tel. 181 and 182. [11124

1937 S.S. Jaguar 2½-litre sports saloon; £450, or 30 monthly instalments of £16/5.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [1623

1939 Jaguar 1½-litre saloon, black, brown hide interior, unbelievably beautiful condition, must satisfy the most fastidious buyer; £595; exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767 Romford Rd., Manor Park, E.12. Ilford 0681. [2042

1950 (Mch.) Jaguar 2½-litre Mark V black saloon, guaranteed mileage 2,000, privately owned, as new; best offer over £1,650.—Box 6067, or Tel. Derby 53159 [3117

1948 (April) Jaguar 3½-litre sports saloon beige with red leather, radio, heater, Ace discs, superbly maintained, opportunity, 3 months' guarantee; £1,175.

ROBBINS, 96-98, Upper Richmond Rd., East Putney. S.W.15. Tel. 4561. [1682

1949 Jaguar Mark V saloon, 12,000 miles, black with brown leather; £1,695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3105

1950 Mark V 2½-litre, immaculate condition, black, brown leather, small mileage, fitted many extras, sliding head, etc.; £1,875.—Wren, Bourne End 168. [3064

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JAGUAR (December, 1946). 1½-litre, special equipment, ex-works demonstrator, one owner, excellent condition, 41,000; £850.—King, 17, Stivichall Croft, Coventry. [2651

1950 Jaguar Mark V 3½-litre (Nov., 1949), under 15,000, brick grey and pale blue, this car is in exceptional condition in every detail.—100, Lower Park Rd., Hastings. [2249

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0391

1939 Jaguar 2½-litre saloon, reconditioned engine fitted which has only run 11,000 miles, whole car is genuinely equal in condition to low mileage post-war model; £595. [2256

PETER HANCOCK CAR SALES, 104, High St., Chiswick 2725/5870. [1054

PETER WALKER offers his green Jaguar, XK 120, specially works tuned and will be overhauled by Jaguars before sale; private sale only.—Shobdon Court, Kinnsland, Leominster. [2562

CAMDEN MOTORS.—Jaguar 1½-litre 12hp sports saloon, 1937, one of the smaller hp Jaguars, beautiful lines, very fast and definitely economical, fitted discs, etc.; £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, original black finish, brown leather, excellent runner; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, late registration, recent engine reconditioning, rebore, etc.; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, carefully driven and fastidiously maintained by one owner, attractive metallic bronze with fawn leather; £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, February, 1947, Jaguar green, loose seat covers, excellent condition; £695.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1948, one of the most immaculate post-war Jaguars we have handled, full special equipment, H.M.V. press-button radio, heater, demisting, pass lights, discs, etc., carefully and sparingly used by one owner; £1,045.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, fitted discs and radio, fast, powerful and a delightful car to drive; £575.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1947, with radio, heater, pass lights, etc., 16,500 miles, very carefully used; £995.

CAMDEN MOTORS.—Jaguar Mark V saloon, 2½-litre model, 1950, black-brown, condition absolutely unmarked, very small mileage even for a 1950 car, H.M.V. radio, heater, etc.; £1,850.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, with special equipment like 1948 model, heater, radio, etc., unused 4½ years, very moderate mileage, superb order; £595.

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon, 1950, silver grey, grey leather, all extras, immaculate condition; £1,945.

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1950 Jaguar 3½-litre Mk. V saloon, black, fitted H.M.V. radio, low mileage, immaculate condition, bargain, £1,895.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1044

1950 Jaguar Mark V 2½-litre saloon, black, 5,000 miles, new condition; £1,895; exchanges, deferred terms.—John Bull Trucentl, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [1476

1948 Jaguar 3½-litre saloon, green with brown leather, fitted many extras, including rear wheel spats; £1,125.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [1102

ROSE & YOUNG, Ltd., offer: **XK120** Jaguar 2-seater, 600 low mileage, exceptional condition, white with beige leather.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [2132

1949 (Aug.) Jaguar Mark V 3½-litre saloon, in grey, with blue leather, one owner, 16,000 miles, perfect; £1,550.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2655

1939 Jaguar saloon 2½-litre for sale or exchange later model about 1946, very nice condition, well shod, reslieved July, 1950; nearest £600; send details of your 47 car.—Morrison, Penny Bridges Garage, Honiton. [2667

£444.—Jaguar 2½-litre de luxe saloon, only one careful owner since new, full history available, genuine mileage, fitted discs, possibly the only one in this impeccable condition available; 3 months' guarantee; hire purchase, exchanges.

LORDS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin 6221. [2945

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, H.M.V. radio, heater, genuine mileage only 6,000, this car is indistinguishable from new; £2,150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2713

1939 Jaguar 2½-litre d.h. coupe, cream with red leather interior, new hood and tyres, S.U.s reconditioned and set for an economical 25mpg. Ace discs, exceptional condition; £525.—Tait, 10, Bedford Sq., W.C.1. Museum 7221 or Bayswater 0115. [2912

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1940 Jaguar 1½-litre saloon, just most beautifully reconditioned in Jaguar silver-grey, the interior is upholstered in blue hide with new fitted Wilton carpets to match all chromiurr is new and this car represents one of the finest examples of pre-war Jaguars we have handled and is the replica of the post-war model; works reconditioned engine fitted this year mechanically this car is in really excellent order and has a remarkable performance, the appearance is without doubt second to none; free delivery £595; terms and exchanges.

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895 ens.—Jaguar, Sept. 1946, 1½-litre 4-door saloon, black, sliding head, brown leather, heater, very carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2755

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SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards.—Wembley 6691-2. [0962

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R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4618-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

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1950 de luxe saloon, metallic grey, with red leather upholstery.

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1949 saloon, blue, with brown leather upholstery.

1949 de luxe Utility, brown, with brown leather upholstery

FULL particulars and prices can be had on request. Sales staff available on week-ends. Trade enquiries invited.

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1950 Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 12,000.

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1949 Javelin de luxe saloon, sand, red leather upholstery, recorded mileage 15,000.

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THE above cars can be seen and tried at our showrooms subject to being unsold.

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1948 Jowett Javelin saloon, radio, heater, 6 months' guarantee; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2635

NEWNHAMS Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646 [4479

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, turquoise blue, beige upholstery, heater, 15,000 miles; £995.

1950 Jowett Javelin de luxe saloon, maroon, beige upholstery, 14,000 miles; £1,145.

836/842, High Rd., N.12. Hillside 0024. [2144

HAROLD RADFORD & Co., Ltd.

1949 (Dec.) Jowett Javelin standard saloon, one owner, speedometer reading 12,000 miles, colour beige, with fawn cloth upholstery, in good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1497

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WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [0742

GORDON CARS (LONDON), Ltd.—1950 Jowett Javelin standard saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2514

1950 Jowett Javelin de luxe saloon, maroon, useedo reading 9,000; £1,060.

R. P. SEWARD, 1, Upper Bassett Ave., Southampton. Tels. Bassett 68851 & 68852. [2525

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher Ltd., Northwood, Middx. Tel. 777 (4 lines). [0418

1949 (October) Javelin de luxe black saloon, heater, beautiful condition, 100% mechanically, one owner; £950.—Tel. Leicester 66007. [2637

£395.—1948 Jowett Bradford utility, excellent condition.—Orrice Rivers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [2785

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1950 Beautiful Javelin de luxe saloon, gunmetal grey with red leather upholstery, one owner; indistinguishable from new condition; radio and heater; £1,175.—Pantiles Service Garage, London Rd., Guildford 2326. [2626

1950 Javelin de luxe saloon, black with brown leather, heater, faultless condition throughout; £995; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2776

1949 Javelin de luxe saloon, black/beige leather, one owner, maintained since new at factory, any inspection, competition heads fitted 3-month guarantee, £995; also one 1948 model, fitted radio and heater, in stock, £895.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2581

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

£875—1949 (July) Jowett Javelin saloon, black/beige leather, radio, 21,000 miles, one owner, excellent condition, choice of two, three months' guarantee; terms, exchanges; lists.—Pride & Clarke Ltd., Stockwell Rd., S.W.9. Brixton 6251. [2960

1949 Javelin de luxe saloon, turquoise with beige upholstery, 5,000 miles since 1951 engine and modifications by manufacturers, perfect condition; £1,050.—Brierley Engineering Co., Ltd., Pixmore Ave., Letchworth, Herts. Letchworth 985. [2628

1949 Javelin saloon, blue, immaculate condition inside and out, beige hide upholstery, heater, maker's replacement engine fitted, not fully run in, a really beautiful car; £985.—" Westgate," Babraham Rd., Cambridge. Tel. 87592 Cambridge. [2252

NAYLOR & ROOT, Ltd.—1949 Jowett Javelin de luxe, suede green, radio and heater, unblemished condition throughout; £1,025; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [2789

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [2924

JOWETT in good condition wanted.—Tel. Valentine 2098. [2281

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—
1950 de luxe Javelins.
1950 standard Javelins.

SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel Denham 2266 [2658

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2852

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469, 2829, 308, Erith Rd., Belvedeyth. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—226, 234, London Rd., Croydon. Cro. 3641. [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 56, Eden St., Kingston. 2341-2

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

KAISER FRAZER

KAISER (H.J.) exhibition model not yet owned; no covenant, de luxe model, 6-cylinder engine, colour, maroon, driverall type, beautiful car must be seen; this car is free of H.M. Customs and is the only one of its kind available in this country; free demonstration, terms or exchanges.—Chelsea Autos, Ltd., 280, Old Brompton Rd., S.W.5. Frenchmantle 5471. [2910

LAGONDA

BROOKLANDS.

LAGONDA Distributors; latest models for demonstration.
1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.
BUY or sell your car at
103 New Bond St., London W.1. Mayfair 8551/6. [6691

COACHCRAFT offer:—
1937 L.G. 45 4½-litre, 4-door sports saloon, a very well kept example which has been carefully maintained and is in above average condition throughout; outstanding performance, 85 m.p.h. with superb handling characteristics, bodywork extremely clean with hide upholstery, numerous extras, very imposing and reliable vehicle at reasonable figure; £495; A.A. or R.A.C. inspection invited.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2906

HAROLD RADFORD & Co., Ltd.,
OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, S.W.7. Kensington 6652 (5 lines). [0264

1928 2-litre Lagonda tourer, in good mechanical condition, ready for trial; £250.—Box 6004. [2950

PERFORMANCE CARS, good selection always available, written guarantee.—See under " Sports Cars." [7696

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—
1933 16/80 sports tourer, grey and red, engine overhauled.
1933 16/80 saloon, black and brown, engine overhauled.
1935 4½-litre Rapide sports tourer, British racing green, two spare wheels, good tyres all round, engine completely overhauled.
DAVIES MOTORS, Ltd., 275, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0287

1936 4½-litre Lagonda pillarless saloon, type LG 45, black/brown hide, very attractive car in good condition; £595.
CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178. [2554

1938 (July) Lagonda V12, medium chassis saloon, finished black with green leather, 42,000 miles, believed genuine, decarbonised and checked, 100mph; £1,195.
COLUMBIA MOTORS, 81, Poole Hill, Bournemouth. Tel. 3524. [1215

LAGONDA

1938 (May) Lagonda V12 de Ville saloon, immaculate condition throughout, 35,000 miles believed genuine; £1,275.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2619

1938 (Oct.) Lagonda V12 Windover limousine, 6,795 miles only; last licensed 1939; a new car; £1,575.—Clayton's Cars (London) Ltd., 137, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2423

LAGONDA 3-litre sports saloon, not pillarless, recond. engine, radiator, etc., resprayed dark green, brown interior, everything rechromed, P100s, rewired, new batteries, whole car faultless; £225.—Merton Motors, 16, Mary St., Birmingham, 12. [2663

275 ens.—Lagonda, 1935 model, 3½-litre de luxe 4-door saloon, black, leather upholstery, 2 spare wheels, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2736

1951 Lagonda Rapier racing 2-seater, built from new spare parts with underslung short chassis, 3.75 ratio, 100 mph, new tyres; road equipped; taxed December; £495.—V. W. Derrington, 159 and 161, London Rd., Kingston-on-Thames. Tel. 5621-2. [3620

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V.12 models; service engines in stock.
LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middx. Tel. Feltham 2291. [0806

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.
DAVIES MOTORS, Ltd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

LANCHESTER 10hp saloon 1950 November; black/brown hide, one owner; £1,175.—J. Davy, Western 9641. [2766

1948 (June) Lanchester 10hp, one owner, 16,000 miles.—Ernest Sutton. Tel. Rosate 4 (three lines) only. [3130

1937 Lanchester 14 Roadrider saloon, guaranteed; £345, payments.—Oldfield, 386, Kensington High St., W.14. Western 0851. [2924

1940 Lanchester 14 Roadrider de luxe saloon, black with red leather, one owner, maintained by makers, a perfect specimen; £650.
E. D. ABBOTT, Ltd. (Daimler and Lanchester distributors), Farnham, Surrey. Tel. Farnham 6282. [2484

1939 Lanchester 11 saloon, perfect condition, blue and black, one owner.—Eccleston Motors, Ltd., 1,013, Finchley Rd., N.W.11. Meadway 2288 [2762

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.
DAIMLER House, Bournemouth. Tel. 5405. [0545

1939 (May) Lanchester 11hp saloon, faultless condition both mechanically and in appearance; £495.—Bruce France, 2a, Cromwell Mews, South Kensington. Fla. 0515. [2383

LANCHESTER 14 Roadrider razor-edge sports saloon 1937; £460; this car has done only about 40,000 miles and is in really exceptional and almost perfect condition throughout.—Sanderson, London Refiners, Ltd., Southend Rd., Woodford Green. Wanstead 0061. [2479

495 ens.—Lanchester Roadrider, June, 1950, 14hp, de luxe 4-door saloon, green and black, sliding head, green leather, preselector, IFS, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2737

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 592-6, Greenford Rd., Greenford. Waxlow 2645. [6060

STRATSTONE, Ltd., Lanchester distributors, urgently require good-class Lanchester cars; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [2587

Lanchester Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252. [0

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.
EXCHANGES, deferred terms
173 Westbourne Grove, W.11. Bay. 4274. [4872

CHIPSTEAD MOTORS Ltd.—See our advert. under " Sports Cars." [7415

7th series Lambda tourer, recent overhaul, new wheels/tyres, hood, battery.—Details, Tel. Western 7566. [3061

LANCIA Aprilia drop head coupe 1937, exceptional condition throughout, private sale; £560.—Stribley, 11a, Sherbourne Rd., Acocks Green, Birmingham. [2260

ARDEA, registered 1948, 903cc. 4-door pillarless saloon, a miniature Aprilia with similar performance and 4-seater accommodation, 40 m.p.g., and up to 90 m.p.h.; £795.—V. W. Derrington, 159 and 161, London Rd., Kingston 5621-2 [2794

LANCIA

DILAMBDA, 1937, with rare saloon body, completely overhauled at cost of over £600; quick sale for £475.—Kensington 6955 or write Richards, 62, Princes Gate Mews, S.W.7. [2619

MAYFAIR GARAGES, Ltd.—July, 1950, Aprilia pillarless 4-door saloon, dark green, specially upholstered and retrimmed throughout, all good tyres, excellent condition and outstanding performance, 9 months' guarantee; £695.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-8. Sats. 9-12. [1391

Lancia Cars Wanted

LANCIA in good condition wanted.—Tel. Valentine 2098. [2285

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2395. [0343

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2561. [0508

JOHN S. TRUSCOTT, Ltd. urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

LANCIA Aprilia, latest models wanted.—A. Freeman, Ltd. (Trosvenor Garage Burnage Lane, Manchester, 19. Rusholme 2074-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—London branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

BROOKLANDS.
1949 Lea-Francis sports 2-str., small mileage, exceptional.
103 New Bond St., London W.1. Mayfair 8551/6. [4556

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties, offer:—
1951 Lea-Francis 14hp streamlined saloon, black, beige hide, one owner, 4,400 miles only, B.M.T.A. permission to sell; £1,775.
1950 Lea-Francis 2½-litre sports 2/4-seater, gunmetal, green leather, one owner, 14,000 miles only, wind-up windows, guaranteed; £1,525.
1947 Lea-Francis 14hp saloon, grey, radio, heater, completely overhauled and guaranteed; £1,050.
18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-7-8. [2565

1950 (July) Lea-Francis 2½-litre Sports 2-4-seater, black with beige leather, one owner, 21,000 miles, serviced regularly, new tyres at 20,000, numerous owner-added refinements including special hand-controlled double exhaust system, handsome detachable luggage carrier, Cartell anti-thief device, maintained always in faultless condition regardless of cost, car specially tuned during December at Lea-Francis works, the whole in perfect condition; offers over £1,100 for this now rare export-only model, no dealers, owner will send photographs taken few days ago.—G. L. Hawkins, The Old Coach House, Alcombe, Minehead, Somerset. [2876

Lea-Francis Cars Wanted

LEA-FRANCIS in good condition wanted.—Tel. Valentine 2098. [2282

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.
SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6.
CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE Parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8691-2. [0666

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR (registered November, 1950) 44,000 miles only, one owner, one engine fitted about 5,000 miles ago, this car is in immaculate condition throughout and is fitted with a superb radio and heater, original colour, cherry red; £525.—A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [2705

LLOYD

345 ens.—Lloyd 650, November, 1949, 6hp 2-4-seater, Roadster, cream, fawn leather, very good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2736

Lloyd Cars Wanted

LLOYD in good condition wanted.—Tel. Valentine 2098. [2284

Mercedes

ACLAND & TABOR, Ltd., Welwyn 481, offer with 5 months' guarantee:—
MERCEDES Type 540K drop head foursome coupe, first registered 1945, finished metallic blue, probably the most attractive car in the country, for outright sale at £1,750 or would exchange for 1956-7-8 Bentley with cash adjustment. [2577

Mercedes Cars Wanted

MERCEDES in good condition wanted.—Tel. Valentine 2098. [2283

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 TYPE 500 4/5-seater cabriolet, right-hand steering, green with red leather, in exceptional condition.

1938 Type 230 20hp 4/5-str. cabriolet with Continental steering.—Victoria 8715. [9631

1938 Mercedes-Benz 2-str. sports, black and silver grey, 12,000 miles. [9632

JACK OLDING OF MAYFAIR 8-10, North Audley St., W.1. Mayfair 5242.

MERCEDES-BENZ 170V 14hp cabriolet, 1938, in superb condition, duo-grey, radio, heater, compass, chrome luggage grid, £575.—Derrington, 159-161, London Rd. Kingston 5621-2. [2071

SWANMORE GARAGE, 1,176-1,180, Christchurch Rd., Bournemouth. Tel. Bournemouth 1022. Mercedes-Benz 500K, 1937, 4/5-seater Cabriolet, reconditioned engine just installed, coachwork, black, chrome plating and interior red hide, all in superb condition; exchanges, terms. [2395

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7002

MERCURY

CAMDEN MOTORS.—Mercury 8 special 6-seater drop head coupe, 1947, immaculately finished in very pale blue with full length chromed waistline and super modern streamlined body styling, interior sumptuously furnished in light grey with tartan loose seat covers, radio, heater, concealed interior lighting, map lights, push button hand brake release and every possible luxury, excellent mechanical condition throughout; £1,295.

CAMDEN MOTORS.—Mercury 8 special 6-seater drop head coupe (convertible) 1949 model, equipped with overdrive and electrically operated windows and hood, all controlled by push button, even the adjustment to the seats being electrically operated, body styling of super modern design, being similar to the current production model, interior lavishly equipped with every conceivable built-in radio aid of magnificent tone, air-conditioner with demisting and de-icing, searchbeam pass lights, map lights, etc., recorded mileage 11,200, but the whole car is in such superb condition that the mileage might easily be taken for a much lower figure. Whitewall tyres as new; photo supplied to genuine prospective purchaser; £2,250.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 6 p.m. [2899

M.G.

PC PERFORMANCE CARS.

FINEST selection of M.G.s; three months' written guarantee. We offer:—

M.G. T.D. roadster, 1950, 10,000 miles, blue; £845.

M.G. T.C. roadster, 1948, cream, extras, £695.

M.G. T.C. roadster, 1948, black, extras, £575; T.A. 10hp roadster, 1937, cream, £565.

M.G. Y.A. 1½-litre tourers, choice of two, black, £375 and £425.

M.G. 2-litre tourer, radio, spitless, 1938, £395; 2-litre d.h foursome, 1936, black, £375.

M.G. P.A. 6hp 2- and 4-seaters, 1934-6, choice of 5, £295 to £325.

M.G. J2 8hp 2-seaters, choice of 4, 1933-34, £175 to £245.

M.G. J2 2-seater, fitted reconditioned Ford 10 engine and gear box, Scintilla, red, £255.

M.G. N.E. Magnette, T.T. chassis, fitted N.A. engine and body, exceptional £295.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). [5013

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, 6,000 miles; £850.

1947 M.G. T.C. 2-seater, 13,000 miles; £750.

1946 M.G. T.C. 2-seater, 6 months' guarantee; £650.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [2804

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 M.G. 2½-litre drop head foursome coupe, colour grey with red leather upholstery, excellent hood; this car is well above average in its class for speed and comfort, a car for the enthusiast; 569gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors. Top price in part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and department. (Kilburn Park Station, Bakerloo line, 150 yards). [2969

H.W. MOTORS, Ltd.

1950 (Feb.) T.D. 2-seater, cream/green upholstery, 6,000 miles, condition throughout as new; £1,000.

H.W. MOTORS Ltd., Walton-on-Thames 785 and 1437. [9958

WIMBUSH for M.G.s.

1950 M.G. 1½-litre saloons, choice of two, black, 5,000 and 7,000 miles, both beautifully maintained; from £1,175.

R. C. WIMBUSH Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 0401. [2556

CYRIL SHEPPARD offers:—

DECEMBER 1949 M.G. T.C., black, red leather, spotless; £795.—102, Kings Rd., Reading 2712. [9626

GLANFELID LAWRENCE offer:—

1939 M.G. T.A. 2-seater, metallic grey, engine reconditioned; superb order throughout; sparkling performance; £475.—407, High Rd., N.12. Finchley 0091. [1302

M.G.

WOODBAIN CARS offer:—

£395—M.G. 10hp T type sports 2-seater, completely overhauled, crank reground, etc., any examination welcomed.

£295—M.G. 8hp P type sports 2-seater, red, perfect.

£265—M.G. 8hp P type sports 2-seater, a real good 'un.

£245—M.G. 6hp P type sports 4-seater, red.

£175—M.G. 8hp J type sports 4-seater.

£155—M.G. 12hp foursome saloonette, a real beauty.

£110—M.G. 8hp open sports 2-seater, sound car.

MANY others.—Woodbain Cars, the M.G. specialists, 6 & 12, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 8835. [1943

TOM GARNER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, red with red upholstery, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2341

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, black, beige leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1017

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [6137

1951 series M.G., 1½-litre saloon, 7,000 miles only; £1,140.

EVANS O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1709 [2431

1950 1½ M.G. 4-str tourer, green/fawn int., as new, one owner.

TICKFORD, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [2494

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5348.

M.G. 1938 T.A., completely overhauled, exceptional.—Basil Tye, 98, London Rd., Sevenoaks, Kent. [2329

1937 model M.G. 2-litre saloon, quite a good motor car; £295.—Ringle, Euston 6071 and 2922. [2772

UNIVERSITY MOTORS, Ltd., sole London distributors, Straiton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

M.G. 2-seater J.2 type, good condition.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [9091

P.A. 1934 supercharged 2-seater, fine condition; £260.—90, Brighton Rd. Banstead, Surrey. Burch Heath 1520. [2435

1947 M.G. Midget, low mileage; £695.—Barnes, 3(3, Finchley Rd., N.W.3. Hampstead 2221, Mat. 1627. [9095

1949 (October) M.G. TC 2-seater, red, red leather, a one owner car, immaculately maintained throughout its small mileage.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4.

1950 M.G. 1½-litre saloon, black, red, 15,000 immaculate; £1,095.—Peter Guest, Ltd., Daywood, King's Lynn. Tel. 4129. [2466

1934 M.G. J2 model 2-seater, new engine fitted last year, new hood, side screens, resprayed, very smart car; £225.—Uxbridge 2063. [2638

160 miles.—1950 (November) 1½-litre M.G. saloon (Belcher), green, not taxed 1951.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1926

1949 T.C. M.G., red, beige upholstery, perfect condition throughout, low mileage, new tyres; £795.—Kilby, 158, Ashcroft Rd., Luton, Beds. [2672

£399—Magnificent 2-litre M.G. 18hp sports saloon, excellent mechanically; irreplaceable bargain, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2940

1934 M.G. 2-seater, hydraulic brakes, many extras, recently overhauled, excellent condition.—95, Bradstock Rd., Stoneleigh. Tel. Ewell 2580. [5024

1937 M.G. 2-litre sunshine saloon, black, immaculate, excellent mechanically; tasted; £375.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [1521

£230 offer.—Magnette (Sept., 1935) 12hp KN saloon, sliding head, excellent condition.—Mortison, 48, Lynwood Grove, Orpington. Tel. 7325. [5050

495 gns.—M.G. Midget (July, 1939) 10hp T 2-seater, Abingdon blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith.

395 gns.—M.G. Midget, 1937, 10hp T 2-seater, black, blue leather, very good condition; terms, exchanges.—Rowland Smith.—Below.

295 gns.—M.G. Midget, 1936, 8hp P 2-seater, black, red leather, numerous extras, good condition; terms exchanges.—Rowland Smith.—Below.

245 gns.—M.G. Midget, 1934, 8hp J2 2-seater, black, very good condition; terms, exchanges.—Rowland Smith.—Below.

125 gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2739

1948 M.G. 1½-litre saloon, green/fawn upholstery, speedo 30, 147, in perfect condition; £950.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 407. [2635

MAYFAIR GARAGES, Ltd., July 1947, T.C. sports 2-seater, black, beige leather, nominal mileage, smart car, in first-class condition throughout, 3 months' guarantee; £595. Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Open 9—6. Sats. 9—12 [9567

M.G.

1947 T.C. M.G., black and red, 6,000 miles only, several extras, perfect condition, any trial and examination; nearest offer to £700.—75, Marsh Lane, Yeovil. [2954

£495—Sept. 1938 M.G. 1½ saloon, recently overhauled, green/beige leather upholstery, radio, and many other extras.—G. E. Hall, 302, Kew St., W.6. Riverside 2881. [2414

JACK ROSE, Ltd., offer: 1950 (November) M.G. 1½ saloon, in bronze, almost as brand new; accept £1,135.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9638

JARVIS conditioned cars represent the highest standard in used cars; send for list and copy of "Used Car Wisdom."—Jarvis & Sons, Ltd., Morrin House, Morden Rd., S.W.19. Liberty 8221. [3010

1950 (August) 1½-litre M.G. saloon, genuine mileage 12,000, colour maroon, maroon leather, indistinguishable from new; £1,135.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2711

1949 (Nov.) M.G. 1½-litre saloon, finished in sun bronze with red leather upholstery, in really immaculate condition, nominal mileage, late property of M.P.; £1,100.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1262. [2207

1948 M.G. 1½-litre saloon, black, red upholstery, mileage 22,000, fitted new tyres and battery, fram cleaner, duotone horns, privately owned, in showroom condition; £975, or near offer.—19, Westwood Ave., Ipswich. Tel. Ipswich 4540. [2860

1937 M.G. T.A. new head, crankcase, crankshaft reground, engine balanced and gear box overhauled by Laystalls, new hood, battens, instruments, bodywork good, £170 spent, bills shown, mileage 4,000; £395.—Tel. Bournemouth 2831. [3054

ROSE & YOUNG, Ltd., offer: 1950 (November) M.G. 1½-litre saloon, 9,000 miles only, unmarked inside and out, spare unused, satin bronze finish; £1,145.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9956

1940 (May) M.G. 1½ litre saloon, Aip-ne Mist, mechanically faultless, coachwork and interior excellent, carefully driven and maintained by us since 1948; £625.The Black Horse Garage, 174, Sheen Rd., Richmond, Surrey. Richmond 4822/3. [2856

1949 M.G. 1½-litre saloon, grey green, with green leather upholstery, 9,000 miles, one owner, fitted with spotlight, immaculate condition; 3 months' guarantee; £1,025.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mou. 5451. [2480

1950 (October) M.G. 1½-litre saloon, black, green leather, loose covers, demisters, very low mileage, spare unused, one exacting owner, appearance quite indistinguishable new, written guarantee; £1,145.—Exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2596

1950 (October) M.G. 1½-litre saloon, black with green leather, loose covers and demister, very low mileage, spare unused, one owner only, appearance quite indistinguishable from new, written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Tel. Langham 0012. [3022

M.G. T.C. 1947, 22,000 miles, black, new hood, side screens, Notek, Windtones, new battery full tonneau, high ratio back axle, many other extras, showroom condition, any trial; £750; available London area by appointment.—Spencer Brown, 24, The Plassome, Westlands, Newcastle, Staffs. Stoke 69195. [2947

NAYLOR & ROOT Ltd., 1950 M.G. T.D. sports 2-str., red, radio and extras, superb condition throughout; £1,025; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each weekday including Saturday. [2788

1939 T.A. Tickford de luxe drophead 2-seater coupe 10hp, outstanding mechanically, coachwork spotless in grey, red hide, brand new hood, new mohair hood, new batteries; £485.—Speedsters, Ltd., The best conditioned sporting cars in the country. Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 623. [2348

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0986

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead 9, High St. (Hampstead Tube). Ham. 6041. [0944

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

M.G. in good condition wanted.—Tel. Valentine 3096. [2286

WANTED, 1937/8/9 M.G. 1½-litre tourer, 4-seater —48, Eversley Crescent, Ruislip, Mddx. [3062

JACK ROSE, Ltd., want to purchase T.C. and 1½ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5451

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gussons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3300

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5.

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0200

M.G. spares.—New vertical drives, rocker bushes, valves, road springs, front aprons, petrol tanks, chromium plated luggage grids, M-type clutch plates, new windscreens, J2 and P cycle-type wings; prompt and courteous service.—See P. & A. column.

DERRINGTON, 159 and 161, London Rd., Kingston 5621-2. [2995

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Spares and Service

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5093.

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2256 and 3456. [0349

MORGAN

695 ens.—Morgan 4/4 (February, 1950) 10hp drop head coupe, black, leather upholstery, one careful owner, small mileage, 2 spare wheels, good tyres, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2740

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52 Dudden Hill Lane, N.W.10. Willesden 4869. [3486

MORGAN in good condition wanted.—Tel. Valentine 2095. [2287

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2604

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [3514

MORGANS.—All available spares in stock.—F. H. Dour.ass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor saloon, 6,000 miles; £675.

1950 Morris Minor tourer, 3,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [2805

PRIDE & CLARKE, Ltd.

1950 Morris Minor saloon, black beige leather, 6,000 miles, one owner; £855; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [2963

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Minor saloon, black, beige upholstery, 2,000 miles; £895.

836-842, High Rd., N.12. Hillside 0024. [2136

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Minor saloon, maroon, 6,000 miles.

1949 Morris Minor saloon, green, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2919

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Minor saloon, black, beige leather, under 100 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1016

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1950 Minor saloon, 12,000 miles; £825.—Roys Autos, Ltd., Euston 2700. [9765

1950 Morris Minor Tickford conversion, maroon, one owner, 10,000 miles, as new.

TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [2495

1950 (November) Morris Minor saloon, 4,400 miles, black, new condition throughout.

WILCOX & SLOUGH, Ltd., Chandos St., Slough, Bucks. Tel. 21429. [1063

1949 Morris Minor saloon, maroon, 11,000 miles, excellent condition; £750.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [1966

1949 Morris Minor saloon de luxe, one owner, radio, exceptional condition; £745; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9592

1951 Morris Minor saloon (Oct., 1950), Thames blue, 10,000 miles, extras value £50, perfect; £850, no offer.—Phillipson, Milverton, Yateley, Camberley, Surrey. [2352

1950 Morris Minor 2-door 4-seater saloon, finished platinum grey with fawn leather; genuine 9,000 miles, beautifully maintained and almost as new throughout; £895.

ROBBINS, 96/98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9010

1949 (October) Morris Minor saloon, maroon, genuine 12,000 miles, one very meticulous owner, full history supplied, any inspection; 3 months' guarantee; £795.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2580

JARVIS conditioned cars represent the highest standard in used cars; send for list and copy of "Used Car Wisdom."—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 5221. [3009

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000, indistinguishable from new; £885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [2702

MORRIS MINOR

750 ens.—Morris Minor (June, 1950) tourer, dove grey, radio, loose covers, 11,900 miles, one careful owner, almost new condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2745

Morris Minor Cars Wanted

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

MORRIS TEN

CAR MART, Ltd.

1948 Morris 10hp saloon, 9,000 miles; £895.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [2806

OVERSEAS CARS Ltd.

1948 Morris 10 saloon, green with green leather, mileage 16,500; £795.

OVERSEAS CARS, Ltd., Brompton Rd. Knightsbridge, S.W.3. Tel. Kensington 7475. [2131

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Morris 10 4-door saloon, one owner, immaculate.—Swiss Cottage, Finchley Rd., N.W.3. [1524

1948 Morris 10 saloon, black with brown interior, very nice condition; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2.—Gla. 2254. [1059

1946 Morris 10, black, s/roof, leather, one owner; £575.—Bucklow Garage, Ltd., Knutsford, B/Hill 3227. [2467

1947 Morris 10 saloon (reg. Dec., 1946), brown upholstery, only 14,000 miles, splendid condition; £675.—Tel. Beaconsfield 575. [2256

£599 —1946-7 Morris 10 de luxe saloon, beautiful bodywork, excellent mechanically, 5 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L High Rd., Finchley, N.12. Fin. 6221. [2956

QUEEN'S ROAD AUTOS.—1948 Morris 10 4-door saloon in very nice condition, bargain; £595.—42, Queen's Rd., Peckham. S.E.15. New Cross 5502. [3004

1935 Morris 10 2-seater tourer, very good throughout; £155.—Pearce, Rose Cottage, Acorn St., Munsdon, nr. Ware, Herts. Evenings or week-ends. [3057

1948 Morris 10 saloon, black with brown hide, mileage 20,000, fitted radio, excellent condition, recellulosed; £750; no dealers.—Pouheau, Grosvenor 1152. [2716

1946 Morris 10 saloon de luxe, unscratched, black with brown hide interior, reconditioned engine fitted on 21.11.51, exceptional condition throughout; £675.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 9573. [7721

1947 Morris 10 saloon (reg. Dec., 1946), black with brown hide upholstery, like new inside, splendid condition in every way; £675.—Pantiles Service Garage, London Rd., Guildford 5326. [2851

545 ens.—Morris 10 (April, 1947) de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2742

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

A 6 new, post-war Morris 10 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768 (day).

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MORRIS TWELVE

1937 Morris 12 saloon, £325.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mal. 1627 [9379

1939 Morris 12 saloon, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [2925

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

MORRIS FOURTEEN

£365 —Morris 14 1939 4-dr. saln., exceptionally good mechanically, original cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds. Holland Park Tube.) [2226

1939 Morris 14 series 3 de luxe saloon, moderate mileage, excellent condition, taxed; £345.—548, King St., Hammersmith. Riverside 2837-8. [1516

MORRIS SIXTEEN

£99 —1954 Morris 16 saloon, excellent runner, nice interior, good tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2841

MORRIS SEVENTEEN

MORRIS 1952 17hp reliable; £95, offers.—Penney, 35, Nottingham Place, W.1. After 5. [2228

MORRIS EIGHT

1938 Series 2 Morris 8 4-door saloon de luxe; this car is definitely the most exceptional car of this model which we have seen, the interior and leather upholstery is unmarked, the paintwork is superb and mechanical condition faultless, guaranteed; £375, 5 more guaranteed Morris 8s of various years and prices in stock.—Griffins Garage, Weybridge 1491. [2767

1938 Morris 8 4-door saloon, sunshine roof, leather upholstery, in exceptional condition throughout both careful maintenance and driving of one owner, this car is in unbelievable condition, must be seen to be believed, over 30mpg, the ideal car should petrol rationing come back; bearer' offer £395 secures; appointment by letter only.—D. Maxwell, 2b, Wetherby Mansions, Earls Court Square, S.W.5.

Morris Eight Cars Wanted

A 8 new, post-war Morris 8 required.—80, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

PRE-WAR Morris 8hp saloon wanted.—British Stax (Oil Co. 63, Highbury Park, N.5. Can. 1650. [6260

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

MORRIS EIGHT

BJ. HUNTER, Ltd., offer:—

1940 Morris 8 4-door saloon, fitted reconditioned engine; £450.—Below.

1938 Morris 8 saloon, choice of three from £295.

BJ. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2955

4-DOOR 8hp Morris sun saloon 1950, almost unmarked.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [2470

1939 Morris 8 series E 2-door, sunshine roof; £450

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5452

1937 Morris 8hp 4-seater tourer, an exceptional car; £275.—Below.

1939 Morris 8 saloon, reconditioned engine, shock absorbers, new tyres and upholstered this year; £420.—Vandervells (Buyers of Good Used Cars), 315, Haverstock Hill, N.W.3. Primrose 4441. [1317

1948 Morris 8 saloon; £625.—Blue Star Garages, 364, Kensington High St., W.14. Western 9851. [2909

1939 (July) Morris 8 tourer, original and excellent condition; £345.—Cutler, Walberton, Sussex. [2673

395 ens.—Morris 8 1939 saloon, grey, very good condition; terms, exchanges.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2741

265 ens.—Morris 8, 1938 model, de luxe 2-door saloon, green and black sliding head, green leather, good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2741

1947 Morris 8 saloon, one owner; £575.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. Mal. 1627 [8095

1938 Morris 8 tourer, in good order, excellent tyres; seen by appointment; £290.—Goslett Furdend, Denham. [3037

1937 Morris 8 saloon, 2-door, good condition, ready to drive away; £200.—Castleview Garage, Dodworth Rd., Barnsley. [2653

1938 Morris 8 4-door saloon, excellent condition; £320.—Reeves Motors Grand Parade, Fortis Lane, Wembley. Arnold 3004. [2719

279 ens.—1939 Morris 8 saloon, new engine, mechanically perfect, body fair.—Autosnips, 5, Balham High Rd., Balham 1509. [1761

1937 Morris 8 saloon, in very good condition throughout; bargain £235.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2151

£299 —1938 Morris 8 saloon, excellent mechanical condition, sound throughout; gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L High Rd. Finchley, N.12. Fin. 6221. [2933

1937 Morris 8 4-seater tourer, reconditioned engine, five new tyres, new interior carpets and front seat covers; £260.—Tel. Pinner 2088 (evenings). [5058

1938 Morris 8 2-door saloon, just fitted recond. engine; £295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3094

1936 Morris 8 2-door saloon, just fitted replacement engine, chassis 100% mechanically, bodywork and interior all original, good tyres, taxed; £295.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [3115

GATEHOUSE offer; 1938 Morris 8 4-door saloons, black, choice of three; from £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9379

£289 —1937 Morris 8 4-door saloon, black and green, original throughout, in splendid condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2182

1946 (Sept.) Morris 8 2-door saloon with sliding roof, finished in black with brown leather upholstery, 25,000 miles, just rebored and not yet run in, in really excellent condition; £600

BREW BROTHERS, Ltd., 159, Old Brompton Rd., S.W.7. Ken. 2468. [1777

WALTER SCOTT, Ltd.—1939 Morris 8 2-door de luxe saloon, black brown hide, 1946 condition, £425; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [7454

JARVIS conditioned cars represent the highest standard in used cars; send for list and copy of "Used Car Wisdom."—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 5221. [3009

32556 miles.—1938 Morris 8 saloon, green and black, original finish, precisely as brand new, all tyres just replaced, new battery, incredible condition without a mark inside or outside; £395.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 629. [2442

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, heater, 8,000 miles; £1,145.

1949 Morris Oxford saloon, 6,000 miles; £1,045.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [2807

PHILIP RICKARDS, Ltd., offer:—

1950 Morris Oxford, maroon, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 3772-3. [2916

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

1950 Morris Oxford saloon, green, brown leather, radio, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

1949 Morris Oxford saloon, maroon, mileage, 12,000, very clean; £1,075.—Cranmore, Tel. 2040 Potters Bar. [4043

1949 Morris Oxford, grey, excellent condition; £855.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2828

1950 series Morris Oxford saloon, almost unused. —Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [2445

1949 Morris Oxford saloon, one owner; £965.—Smith and Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2576

1949 Morris Oxford, 14,000 miles, colour, black; £925.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5220 (5 lines). [2421

1950 Morris Oxford saloon, under 10,000 miles, new condition, choice of two, grey or maroon; £1,035.—Dobsons, Ltd., Morris Agents, Staines, Middlesex. Tel. 801. [2413

1949 (November) Morris Oxford saloon, all 1950 features, maroon, brown leather, mileage 14,000, as new throughout; £910; exchange considered.—Turner, Pal. 7935. [2560

1950 model Morris Oxford, grey with leather upholstery, 16,000 miles, excellent condition; £895.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. [2831

1950 Morris Oxford saloon, colour, grey, mileage 9,000, fitted H.M.V. radio and heater, indistinguishable from new, spare unused; £1,150.—25, Banbury Rd., Oxford. Tel. 5444. [2361

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5434. [0717

AS new, post-war Morris Oxford required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0656

MORRIS SIX

1950 Morris Six, perfect condition, nearest offer; £1,150.—Guildford 5078.

1950 Morris Six saloon, 8,000 miles; £1,075.—Roys Autos Ltd., Euston 2700. [0758

1950 (Oct.) Morris Six, 2,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3124

1950 Morris Six saloon, quite new.—Dumgate House, Dumgate Place, Winchester.

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,050.—Campbell Symonds, Wembley 6262. [5301

1949 Morris Six saloon, maroon, one owner; £885. —Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2442

1950 Morris Six saloon, first registered 9.2.1950, finished in grey with brown leather upholstery, one owner, in perfect condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2533

£945—1949 Morris Six saloon, beige/beige leather, low mileage, excellent condition; three months' guarantee; terms, exchanges.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tulse Hill 5664-5. [2958

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1949 Morris 10hp saloon; £855.

GORDON CARS (LONDON), Ltd.—1949/50 Morris 8 Oxford saloon; £995.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon; £1,175.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [2516

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-5. [0379

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0624

MORRIS 10 or medium hp in good condition wanted.—Tel. Valentine 2098. [2295

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2605

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

JACK OLDIN-J, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards.—Wembley 8691/2. [0670

Morris Miscellaneous Cars Wanted

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 3091. [6951

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

MORRIS 8 Series I and II front wings, £11 a pair; rears £6 a pair.—Brooks Cars, 91, Queens Rd., Brighton. [0452

WEST London.—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5614

NASH

NASH, 1937, very good condition, one owner, heater, 28hp rebored.—Box 6082. [3060

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0963

OLDSMOBILE

SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydramatic drive; if for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [1210

LEX GARAGES, Ltd., offer:—

1950 Oldsmobile 98 model saloon de luxe, hydramatic drive, radio, heater, white-wall tyres, loose covers, finished in blue with grey upholstery, genuine total mileage 15,000.

ALSO

1950 Oldsmobile 76 model, right-hand drive, radio, heater, white-wall tyres, finished in grey with grey upholstery, genuine mileage 15,000.

BOTH the above cars may be inspected at our showrooms at 2, Lexington St., London, W.1. Gerrard 8600. [2014

1950 Oldsmobile 76 model, right hand steering, radio and heater, mileage 8,000.

OLDSMOBILE Distributors in Lancashire and Cheshire.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [2452

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 350-1.

1939 6-cyl. Oldsmobile saloon, in exceptional condition; £725. [0113

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

1950 Oldsmobile 6 2-dr. f.h. coupe, 5 6-seater, Futuramic transmission, radio and heater, 5,000 miles.—Brian & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2677

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

£1325—1946 model Oldsmobile Dynamic six, series 76 saloon, registered July, 1946, equipped with hydramatic drive and all usual post-war American extras, radio, heater, seat covers, etc.; beautifully streamlined bodywork with fully chromed mouth organ frontal treatment, is apparently luxurious ride, economical but very fast, new Whitewall tyres.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [2696

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

OPEL Cadet, exceptional condition; bargain at 225 gns.; spare engine, etc.—Arn. 6512. [2676

225 gns.—Opel Cadet 1937 12hp saloon, black, maroon leather, good tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2744

Opel Cars Wanted

OPEL in good condition wanted.—Tel. Valentine 2098. [2288

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

MAYNER MOTORS Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0036

Opel Spares and Service

REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0243

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Brix. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 6 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S. Kensington (next to Michelins). Ken. 4656.

1937 Packard 26hp saloon, very carefully maintained, extremely good condition.—Colin Haines, Ltd., 50a, Bourdon St., W.1. Mayfair 2358. [2548

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.

PACKARD Sole Concessionaires offer:—

1951 Packard 200 de luxe, 4-door sedan.

RHD Ultramatic transmission, radio with electrically operated antenna, heater and "Clear Across" demister, twin fog lamps, windshield washer, and many other extras; very low mileage.

1947 Packard Clipper eight de luxe, 4-door black saloon with right-hand drive, overdrive, radio, heater, demister, seat covers, 50,000 miles; £1,980.

PACKARD Sole Concessionnaires, offer a selection of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400. [0683

CASS'S MOTOR MART.—1937 Packard Super 8 32.5hp saloon, black, 28,000 miles, one owner, chauffeur maintained, written guarantee.—5, Warren St., W.1. Euston 3523. [2656

CAMDEN MOTORS.—Packard 1948 model Super 8 saloon 4-door 6-seater model, with overdrive, etc., magnificent body styling of the very latest kind, restrained but very elegant new-look frontal grille with double chromed full-length rubbing strip, immaculate interior furnishings, nylon loose seat covers, radio, heater, de-icing, concealed interior lighting and every possible refinement, mechanical condition of the very highest order; £2,450.

CAMDEN MOTORS.—Packard special foursome drop head coupe, 1938, in deep maroon with dark grey hood and leather upholstery, extensive mechanical overhaul just carried out in our workshops; £595.

CAMDEN MOTORS.—Packard 8-seater limousine, late 1938, beautifully finished in black with spotless interior furnishings, special wide face-forward occasional seats, winding division, heater, panelights, etc., complete engine reconditioning less than 3 weeks ago, nearly £250 spent on general mechanical overhauls, 100 miles' road test only since reconditioning, one of the very finest pre-war limousines we have ever handled; £795.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 used cars; hire purchase, part exchanges; free delivery anywhere in the United Kingdom, fares refunded to purchasers from any part of the country; showrooms open till 7 p.m. Mon.-Sat. [2694

A & S—Limousine, 1936, original private owner, partition, widest occasionals, 67,000 miles only, in exceptional condition.

LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically, desirable condition. £525.

ALPE & SAUNDERS (100-Limousines), Providence Court, North Audley St., Mayfair-2941. [1433

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 3464. [2612

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. —Wembley 8691-2. [0671

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4656. [0905

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4656. [0905

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0669

PEUGEOT

DICKS.

1947 Peugeot 11hp saloon, genuine French model, ready for hard work; £595.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6698-9. [4367

Peugeot Cars Wanted

PEUGEOT in good condition wanted.—Tel. Valentine 2098. [2289

PLYMOUTH

SIMPSON'S MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [1207

PONTIAC

CAMDEN MOTORS.—Pontiac streamliner 8 de luxe 6-seater saloon, 1948, 4-door model with hydramatic drive, heavy chrome front fender mouldings, chromed gravel guards and large type embellishers, late property of American bank executive in London, chauffeur driven, mileage 16,700, immaculate steel grey finish with duo-grey broadcloth interior, built-in radio, heater and other extras; £1,545.

CAMDEN MOTORS.—Pontiac streamliner 6 de luxe saloon, 1948, with similar type body to above, but slightly smaller horse-power, hydramatic drive and all extras, radio, heater, de-misting, nylon seat covers, etc., beautiful condition; £1,335.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [2697

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0439

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

MARWYN 500cc 1949 model, little used, 4-stud J.A.P., in perfect condition throughout, ready for next season; matrimonial reasons for sale; £230.—Merton Motors, 18, Mary St., Birmingham, 12. [2664

RAILTON

HAROLD RADFORD & Co., Ltd.

FIRST registered July, 1946, Railton foursome drop head coupe, 28 6hp, speedometer reading 45,537 miles, completely overhauled mechanically and fitted with new hood and tonneau cover, colour black with brown leather upholstery, fitted radio, heater and Ace discs, in virtually new condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6755; all models available and wanted. [5467

1937 Railton razor edge saloon, fitted with one of the smartest bodies and up-to-date lines; £575; see also our advertisement on page 35.—PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Potter St. 121. [2406

A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 8285. [0333

RAILTON 1937 drop head coupe 29hp, new cellulose, battery, tyres, a beautiful car in excellent condition, taxed, one owner, nearest to £400.—27, Lennox Gdns., S.W.1. [3076

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2613

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2846. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656.

CAR MART, Ltd.

1950 Renault saloon, 6,000 miles; £795.—Car Mart Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2808

1950 Renault 760 cc 4-door saloon 57 mpg 15,000 miles, winners and parking lights; £775.

PROMENADE MOTORS, 479, Green Lanes, Palmers Green, London, N.13. [2568

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned; £350.

1936 Renault 14hp 7-seater limousine, excellent condition; £375.

1937 12hp saloon, reconditioned, black; £350. [0126

RENAULT 18 1937 4-seater drop head, rebuilt, recellulosed, new mohair hood, 80mph, 27mpg; £295.—Baily, Pulborough, Sussex. Tel. 258. [3112

ROSE & YOUNG, Ltd., offer 1939 model Renault de luxe saloon, black, leather, 4 cylinders; £250.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [0649

595 gns.—Renault 8 (January, 1949) 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2749

Renault Cars Wanted

RENAULT small 8hp in good condition wanted.—Tel. Valentine 2098. [2294

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0375

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,495.

1949 Riley 2½-litre saloon, radio, 6 months' guarantee; £1,525.—Car Mart, Ltd., 150, Park Lane W.1. Grosvenor 3454. [2809

JACK ROSS, Ltd. offer:—

1947 Riley 2½-litre sports 4-door saloon, almost unmarked inside and out, black with red hide upholstery, small mileage, open to any examination; £1,115.—Jack Ross, Ltd., Stafford Rd. Wallington, Surrey. Wallington 6677-8. [7725

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery, speedometer reading 16,915 miles, fitted with new tyres, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9391

BOON & PORTER Ltd. distributors.

1948 1½-litre Riley saloon, black, with R.M.V. radio, reconditioned throughout; £1,095.

1948 2½-litre Riley saloon, offered on behalf of owner overseas; black; £1,195.

1947 1½-litre Riley saloon, black; £925.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 6494. [1231

1937 Riley 9, twin carburettors; £335.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [2922

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6712

RILEY

WELBECK MOTORS, Ltd., proudly present:—

1950 2½-litre Riley drop head coupe, the rarest and most desirable of all post-war Riley productions, 10,000 miles, but condition is identical to new, extras include heater, rimbellishers and special brake-linings; £2,000.

WELBECK MOTORS, Ltd., Car Sales Division of World Famous Car Hire Company, 107, Crawford St., London, W.1. Welbeck 5091. [8037

GORDON CARS (LONDON), Ltd., 1950 Riley 1½-litre saloon; £1,395.

GORDON CARS (LONDON), Ltd. 1949 Riley 1½-litre saloon; £1,375.

GORDON CARS (LONDON), Ltd. 1947 Riley 2½-litre saloon; £1,095.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2317

1947 (Sept.) Riley 2½-litre saloon, speedo. rdg. 20,000; £1,090.

R. F. SEWARD, Lingwood, Upper Bassett Ave., Southampton. Tel. Bassett 68651 and 68652. [2324

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1937 Riley 1½-litre Kestrel saloon; best offer over £375.—45, Langer Lane, Chesterfield. [2646

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548.

1935 Riley 15-6, 5 new tyres, good condition throughout; £315, or offer.—Bexhill 2663. [3110

1951 model 1½-litre Riley saloon, sunbronze, red leather, 7,000 miles, radio and heater, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2352-3-4. [2555

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [3034

100 miles, 2½-litre Riley 2-3-seater sports.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [9426

1950 Riley 2½-litre foursome drop head coupe, 13,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [1628

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 6641, offer with 5 months' written guarantee:—

1950 (August) Riley 2½-litre 2/3-seater, 14,000 miles, green, one owner; £1,350. [3011

1947 Riley 1½-litre saloon, one owner, exceptional condition; £975.—Colin Haine, Ltd., 93a, Bourdon St., W.1. Mayfair 2358. [2546

1950 (December) Riley 1½-litre saloon, black with red leather, one owner, 4,800 miles; offers invited (seen Birmingham).—Box 6010. [2299

1946 1½-litre Riley, 21,500 miles, laid up, 18 months; sale by order of executors; £775.—Boyce, Shenstone, Staffs. Tel. Shenstone 297. [2671

1947 1½-litre Riley saloon, black with red leather, one owner, 25,000 miles, chauffeur-kept; £1,075.—Woking Motors (Maybury Hill), Ltd., Woking 1068. [8417

1949 Riley 1½ saloon, black with brown, radio, heater, 20,000 miles, showroom condition throughout.—95, Bradstock Rd., Stoneleigh. Tel. Ewell 2550 [9025

£200.—Falcon 9 1934, exceptional condition, engine recently resprayed, rebored, crank reground, good batteries tyres; seen London or 25, Renishaw Ave., Rotherham. [2270

CAMDEN MOTORS.—Riley 16hp special Kestrel six-light sports saloon 1938; the rare and most highly prized of all pre-war Rileys; equipped with the famous 16hp 4-cylinder engine, manual synchromesh gear change and overdrive, superb streamlined appearance in black, with dark blue leather interior; special chromed wheel discs, dual windscreens, etc.; performance and mechanical condition cannot fail to satisfy the most critical and discerning Riley enthusiast; £595.

CAMDEN MOTORS.—Riley 2½-litre 12hp Special Sprite Sports 1936 (twin carbs. and Scintilla Vertex mag.); a very beautiful car in literally amazing condition, both mechanically and in appearance; low, sleek body styling very much in advance of its year; coachwork chrome and interior virtually unblemished; innumerable special features and extras; Andre Telecontrol shock absorbers, dual windscreens, full tonneau cover (brand new this month), special wheels with low-pressure tyres etc.; complete engine and general mechanical overhaul less than six months ago, engine stripped down, bored and sleeved with re-ground crankshaft, all new bearings and pistons, steering assembly overhauled, new king pins and brushes fitted; total bills for the overhaul amounting to £125, a further £40 being spent two weeks ago on additional overhauls and tuning to keep the car in 100% mechanical condition; new hood and screens fitted last week; delightful performance which cannot be exhausted to be appreciated; £595.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon 1949 (series 'the soaring and highly prized Nuffield model'), excellent finish in deep maroon, with leather to match, manual gears, windtones, passlights, excellent order; £595.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel 4-door saloon, all-metal body, special series twin carb. engine, remote control crash gearbox, special ranges, knock-on wheels, full set of dials with modern instruments, excellent bodywork, exceptionally fast with amazing acceleration; £195.

CAMDEN MOTORS.—Riley 9hp Kestrel saloon 1935, also with twin carb. engine and all the usual trimmings, remarkable performance for a Nine; £295.

CAMDEN MOTORS.—Riley Sports Tourer 1934 4-seater, with typical classic Riley lines, splendid runner hood practically brand new; £145.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open until 7 p.m., Monday to Saturday. [2490

RILEY

1½-litre Riley sports tourer 1937, 4 new tyres, in exceptional order throughout; £365, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122.

RILEY 9 Monaco saloon (February, 1950), exceptionally good mechanically, attractive appearance and smart interior of red leather, new tyres; £450.—1, Lambolle Place, N.W.3. Primrose 2657.

1948 (July), Riley 2½-litre saloon, black, with brown leather, one owner, 28,000 miles, perfect; £1,150.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1950 (May) Riley 1½-litre saloon, bronze, with red leather, one owner, 6,000 miles, as new, £1,475.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9659

595 gns.—Riley Big 4 (1938 model) 16hp Kestrel 4-door sports saloon, maroon, sliding head, red leather, manual gearchange and overdrive, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. [2750

165 gns.—Riley 12-6 (1934 model) Mentone 4-door saloon, black, sliding head, blue leather, manual change, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2750

2½-litre Riley saloon, 1950 type, black, green leather, twin fog lamps, absolutely immaculate, one owner car, delightful performance, thoroughly recommended, written guarantee; £1,575; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2595

Riley Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool. 1. Tel. Central 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3051. [6928

URGENTLY require 1946-9 1½-2½-litre saloons.—Rex Neate Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 152. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd. E., Pinchley Station N.2. Tudor 2301-2. [0726

WANTED, 1½-litre Riley, preferably after mid-1948 with (keyless) inside bonnet fixing, reasonable price.—3, Denison House, Ashland Place, W.1. [2550

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3397

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½-litre Riley 1950 model, if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182.

Riley Spares and Service

ARCOT MOTORS, Ltd.

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1936 25hp Rolls-Royce saloon by Park Ward, dark with beige leather upholstery

1936 (Nov.) 30hp touring limousine by Rippon

You can buy with confidence from the largest distributors.

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1950 Rolls-Royce foursome fixed coupe by Gurney Nutting, 9,000 miles; £5,950.—Car Mart Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [2810

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1936 Rolls-Royce Phantom III Sedanca de Ville by Gurney Nutting, in black, upholstered brown leather, this beautiful model is well equipped extras and is in exceptional condition. Ref. H.7458.

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A VERY good looking Rolls-Royce 20/25 sports saloon (SR) by Rippon Bros., in black, upholstered blue hide, with discs, loose covers, etc., in excellent order built 1933. Ref. H.7822.

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1935 Rolls-Royce close-coupled sports saloon with boot by Hooper, bucket seats, no division, black and brown leather, original tool kit complete, full Rolls history.

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1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black lthr. and fawn cloth; £1,975.

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1936 Rolls-Royce 25/30hp 4-door saloon by Young; £2,350.

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DELIVERY of new and used cars quoted on application.

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LIMOUSINE.—1935 20/25 Park Ward, partition, widest occasionals, black leather, swept tail.

LIMOUSINE.—1935 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE.—1936 July delivery, 25/30, Thrupp, original owner, 64,000, black, swept tail, excellent history.

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8000 miles only, April 1937, 25/30, Thrupp, swept tail Limousine, forward occasionals, original tyres amazing condition, Rolls history.

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LIMOUSINE.—Wraith, January 1939, H. J. Mulliner, 35,000 miles only confirmed by Rolls history, black, semi-razor edge, forward occasionals, delightful condition. Seen!—

ALPE & SAUNDERS (100-Limousines) always purchase Rolls-Royce.—Providence Court, North Audley Street, Mayfair-2941. [1428

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1936 30hp H.J.M. sports saloon with division.

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1933 25hp Hooper sports saloon.

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1946 Rover 10 saloon, finished in black, brown hide upholstery, one owner since new, in excellent condition throughout; £975.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146 [9717

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1946 Rover 12 6-light saloon, black, brown leather, fitted radio and heater, beautifully kept car; £1,025. [9830

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [1681

1937 Rover 12 6-light saloon, black/brown leather upholstery, in extremely nice condition throughout; £625. [9831

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£159.—1934 Rover 12 saloon, excellent condition, special bargain.—O. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9 [9426

1948 Rover 12hp tourer, maroon with red mohair hood and sidescreens, red leather, showroom condition; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [9101

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£235.—1935 Rover 14 streamlined sports saloon, ex. condition.—F.ral 1, 52, Aberdare Gardens, N.W.6. [2598

1934 Rover 14 saloon, above average condition, extremely reliable; 27 m.p.g.; £210.—Tel. Moulton (Northants) 2229. [2654

£279.—1936 Rover 14 sports saloon, excellent mechanically, very clean interior; 3 months' guarantee, hire purchase, exchanges.—

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1936 Rover 14, immaculate, £350.—Barnes, 315, Finchley Rd., Hampstead, N.W.3. Hampstead, N.W.3 Hampstead 2221. Mai. 1627. [8092

1940 Rover 14 6-light saloon, in very nice condition, recellulosed; £675.—Gordon Woodeson, 48a, Dreadnought Rd., S.E.6. Tel. Streatham 4638. [2434

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout; £550.—The Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2150

CASE'S MOTOR MART.—1939 Rover 14 saloon, maroon, just overhauled and recellulosed at cost of over £200, written guarantee.—5, Warren St., W.1. Euston 4110. [2838

£235.—1936 Rover 14 de luxe saloon, black, brown leather, excellent runner, at competitive figure.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2183

BRUTONS, Ltd., 1939 Rover 14 Tickford drop head, as new, 50,000 miles genuine, one owner, reconditioned engine.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [9096

1947 Rover 14 sal., £10 tax, perfect condition, one owner, £1,075, good offers considered; exchanges, terms.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. Open till 8 p.m. six days. [9005

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1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £995.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2129

ROVER 16 saloon, 1947, 22,000 miles, black, brown leather, like new throughout; £1,125.—4, Holbein Mews, S.W.1. Sloane 5578. [2371

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1951 Series Rover 75 P.4 saloon, 400 miles.—Green & Ennis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [2445

1949 (September) Rover 75, radio, 12,000 miles, new condition; £1,450.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [1924

1950 Rover P.4, 6,000 miles; £1,850.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2426

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FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0029

CAR MART, Ltd.

1939 Rover sports saloon, 14,000 miles; £875.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212 [2811

BEARTS, of Kingston, Rover specialists, sales, spares, Repairs.—102, London Rd., Kingston. Kingston 3548

R. P. POWELL MOTORS Ltd. for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9 [0701

ROVER MISCELLANEOUS

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1936, dove grey, blue hide, discs, pass lights, particularly sound car; £545.

CAMDEN MOTORS.—Rover 10hp saloon, 1936, black, red leather, similar to above model, good runner with sound tyres; £295.

CAMDEN MOTORS.—Rover 10hp saloon, 1938, popular 4-door saloon, very attractive appearance in grey, good engine; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1939, similar appearance to post-war model, rear luggage boot and disc-type wheels, original black finish, almost new Avon tyres; £595.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, looks and runs like 1947 car, carefully and moderately used by one owner; £645.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1937 series, sugde green seat covers, Smith's heater, etc., sound order; £455.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1938, special 6-light model, similar features and appearance to post-war, typical Rover sports performance, several extras; £595.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, engine reconditioned by makers last year, attractive Rover grey; £675.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, July, 1940, unused 4½ years, very moderate total mileage, original condition; £695.

CAMDEN MOTORS.—Rover 12hp saloon, 1946, excellent condition, engine just overhauled at Rover works, moderate mileage; £965.

CAMDEN MOTORS.—Rover 14hp saloon, 1935 model, registered late 1936, very bright looking car, excellent engine and tyres; £265.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1938, in original condition except for major engine overhaul last August, one change of ownership since new, fitted radio; £575.

CAMDEN MOTORS.—Rover 14hp saloon, 1939, fitted discs and other late type features, attractive Rover grey finish; £650.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, identical to 1947 model, extensive reconditioning carried out three months ago, bills available for over £170 work, many extras; £750.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1938, refinished in beautiful Rover green, fitted tailored seat covers, heater, special economy jets, tip-top order; £595.

CAMDEN MOTORS.—Rover 16hp saloon, October, 1948, Rover grey, immaculate throughout, recorded mileage 14,500, heater, etc.; £1,195.

CAMDEN MOTORS.—Rover 75 sports saloon, 1949, maroon, seat covers, heater, radio, superb order, very low mileage; £1,395.

CAMDEN MOTORS.—Rover 75 saloon, 1950, P model, an immaculate example of the latest production series, practically unused and in condition virtually as brand new; £2,045.

CAMDEN MOTORS, Rover Specialists, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire-purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Mon.-Sat. [2866

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLYS Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2987.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242

CASH immediately for good Rover.—H. F. Edwards, 38, Upper High St., Epsom 9493. [2514

A 8 new, post-war Rover required.—Fortune, 5, Blue Court, Kingston Hill, Surrey. Tulse Hill 1286 (day). [0691

ALMOST new Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALBONS of Barking purchase for cash post-war Rover cars.—102-7 Longbridge Rd., Barking. Tel. Ripplevay 1265. [0464

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards.—Wembley 6691-2. [0976

BLAKE'S, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622 [7786

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons Lord St., Southport. Tel. 2268. [0800

PRE-WAR Rover 10 and 12hp cars required by Midland Motor Co. (Bedford), Ltd., 99, Midland Rd., Bedford. Tel. 4144. [1216

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 29827-8 [0915

LOW mileage Rover 60 or 75 wanted, or would exchange Nov., 1950 Austin A40 sun saloon.—Tel. Acorn 5475, or after 6 p.m. Acorn 0161, or write Box 6065. [2359

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Cars Wanted

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2.

DAVID ROSENFIELD, Ltd. Rover distributors, are anxious to buy small mileage out-of-covenant Rovers, —76, Deansgate Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

LEIGH PARK MOTORS, Ltd. Datchet S'ough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd. Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

S. G. SMITH MOTORS, Ltd., offer:—

1950 Singer 1500 saloon, 6,000 miles only, colour blue, fitted radio and heater, indistinguishable from new, £1,095.

S. G. SMITH MOTORS, 285-7, Rye Lane, Peckham. Tel. New Cross 0460. [0053

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. [8232

ACE SERVICE STATION (LONDON), Ltd., offer:—

SINGER 1950 1500 saloon de luxe, 16,000 miles; £965.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2907

1950 S.M.1500 saloon, 9,000 miles; £985.—Rova Autos, Ltd. Euston 2700 [9761

1950 S.M.1500 saloon, finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4434

1947 Singer 10 saloon, black, one owner since new, immaculate; £625.—Hendon Central Garage, Hendon 1423. [1969

1950 Singer 1500 saloon, 13,000 miles, blue with beige upholstery, radio, mats, as new; £1,050 no dealers.—Box 6086. [3111

1948 (model) Singer Super 10 saloon, black; £575.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2629

1948 model (Oct. 1947) Singer 10 de luxe saloon, one owner girl; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [2702

LE MANS, 1935, 4-seater fram oil coil petrol and air filters, good condition, any reasonable trial by appointment; £225. Derwent 4074. [2718

1947 Singer 10 saln., exceptional condition; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [2375

795 gns.—Singer 1500, November 1949, saloon, green, fawn leather, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.—

595 gns.—Singer Super 10, Sept. 1947, de luxe 4-door saloon, black, sliding head, maroon leather, one careful owner, excellent condition; terms, exchanges, list; open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. [2745

£299.—1939 Singer 9 Bantam saloon, reconditioned maroon, reconditioned engine, new battery, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2185

£285.—1935/6 Singer 9 4-seater sports tourer, new green, very clean condition, good weather equipment.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2195

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshaw gate, Bolton. tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399

1949 (Sept.) Singer SM1500 Beige saloon, one owner, genuine 18,000 miles, in new condition and serviced by manufacturer; can be seen by appointment.—Pettit, Tel. London Wall 4672, after 7 p.m. Southall 2561. [2555

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

SINGER 10 in good condition wanted.—Tel. Valentine 2098. [2292

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2606

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards.—Wembley 8691-2. [0777

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

SIMMONS, of Croydon for all sports and vintage carriages; see our advertisement next week.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2072

SPORTS CARS

BLAKES.

THE Northern sport and

RACING car specialists.

1950 (November) Jaguar XK120 super sports, finished metallic silver with blue upholstery, one owner from new, speedo reading 7,000 miles; in immaculate order throughout; £2,250.

1938 Jaguar 100 3½-litre 2-seater, cream with red interior and new black hood and tonneau; excellent tyres all round, mechanically good and unmodified; £550.

1929 Bentley 4½-litre V.D.P. 4-seater, refabriced and painted green, new fawn hood and screens, four new tyres, mechanically checked throughout by ourselves; this is a real specimen 4½-; £500.

1935 (September) M.G. TA. Tickford drop head coupe, the M.G. works car, finished duo-green with fawn interior, engine rebored and reconditioned, body and interior very clean; £495.

1934 Aston Martin long chassis Le Mans 4-seater, mechanically excellent, good tyres, new hood and carpets, finished green with black upholstery; £450.

1932 Alvis T.L. 12/60 4-seater sports by Vanden Plas, black with red interior, two-carb. engine, knock-on wheels, brakes relined, very unusual model; £295.

BLAKES buy and sell racing and sports cars of all types; specialists in vintage Bentley; write for list and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: "Autocar, Liverpool." [3077

MERCURY offer:—

1100 cc racing Singer, believed to be actual works car, fitted with beautiful streamlined 2-seater body with cowled radiator, swept tail, head fairing and detachable pane) over passenger seat, o.h.c. engine with twin down draught carbs, scintilla mag. Ultra close ratio gear box, Lockheed brakes, balanced wheels, pressure fuel tanks with tin snap filler, outside pipe with Brooklands silencer, cycle type wings, etc.; this car is unregistered and is in superb condition; definitely one of the fastest 1100's in the country; £375; terms or exchange with pleasure. We always carry a selection of around a dozen good sports cars, especially M.G.'s.

MERCURY MOTORS, 383, Northolt Rd., South Harrow, Byron 2057. [2715

B. & G. MOTORS offer:—

£175.—Wolseley Hornet E.W. 12hp, international, open 4-seater in excellent order and quite fast.

£85.—Lea-Francis 16hp Ace of Spades sports saloon in good running order, smart appearance.

£79.—M.G. 14hp open 4-seater, sound and reliable. Terms and exchanges, etc.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [2988

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seater far above average condition; please telephone for details of current stock, including:—

ALVIS 1933 2-4-seater, 1934 tourer.

ALFA-ROMEO 1929 1.500cc twin cam, blown, 2-seater.

ARMSTRONG SIDDELEY 1936 17hp 2-door sportsman's saloon, engine and gear box reconditioned by makers, exceptional throughout.

BENTLEY 1929 Red Label tourer.

BENTLEY 1929 4½-litre saloon, one owner.

BENTLEY 6½-litre coupe by Park Ward, registered 1936.

LAGONDA 1932 16-80 saloon, crash box.

SS.11 1935 saloon, one owner.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and noted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [3062

CHIPSTEAD MOTORS, Ltd.,

OFFER the following in immaculate condition:—

BUGATTI 43H s.c. 2.5 roadster 2-seater.

BM.W. 328 late 1938 (with Type 88 engine) 2-seater.

CITROEN 12 1939 model saloon.

CITROEN 15 special 1948 saloon.

FIAT 500 1939 model coupe, reconditioned.

HOTCHKISS 1936-8-9, 2 saloons, one coupe.

LANCIA Aprilia, 1938-9 English streamlined sports saloon, specimen.

TALBOT 10 sports saloon, 1937 model, reconditioned engine, etc.

CHIPSTEAD MOTORS, Ltd., 19/, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [2070

SPRING BOK MOTORS offer:—

EW. Wolseley Daytona 4-seater tourer 1935; £185.

1937 Riley Adelphi, fitted radio, perfect condition throughout; £385.

1930 Austin 7 saloon, very good mechanical condition; £75.

1938 Singer Bantam fixed head coupe, new engine; £255.

1940 Standard 8 saloon, black, with brown upholstery; £295.

1946 Morris 8 saloon, black, with brown upholstery, one owner; £475.

141—45, Green Lane, Palmers Green, N.13. Tel. Bowes Park 5730. [2074

SPORTS CARS

ALFA-ROMEO 2.9-litre model 8C (one of the very few cars in this country).

THIS famous Brooklands single-seater has been completely rebuilt with 2-seater body, self-starter and full road equipment regardless of cost, and carries only £10 annual duty; the car is completely docile in traffic, runs well on Pool petrol, and at the same time has a performance which is more than phenomenal; enquiries and offers to owner's sole agents:—

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PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 6841.

ONLY three minutes from Northfields Tube Station, Piccadilly or District lines.

THE Biggest and Best Selection of sports and touring cars in the country.

ALL cars over £150 are offered with our 3 months' written guarantee.

R.A.C. Registers, A.A. Garage; Member M.A.A. Specialised Repairs. Modern Service Station.

ALLARD d/h foursome, 1949, £795; Alvis Speed 25 Charlesworth saloon, spotless, 1937, £465.

AUSTIN 10 d/h foursome, 1935, £225; Austin 14hp saloon, good runner, 1931, £90.

FORD Prefect saloon, 1947, £565; Ford V.8 model 91A. 7 d/h, spotless, 1936, £475.

FORD V.8 model 01A saloon, spotless, 1940, £375; Ford V.8 model 48 saloon, 1950, £125.

FORD 10 tourer, 1936, £245; Ford V.8 22hp saloon, 1938, specimen, £285.

HILLMAN Minx 10hp d/h foursome, radio, Scintilla, Stromberg carburettor, 1939 £435.

LAGONDA 16-80 Tickford convertible saloon, all original, delightful car, 1933, £265.

LAGONDA 5-litre tourer, £215 recently spent, 1932, £265; Lagonda 4½-litre saloon, 1934 £195.

M.G.—See biggest selection ever under "M.G."

MORRIS 8 4-seater tourer, 1937, £255; Morris Minor saloon, 1950, £395.

MORRIS 12hp 2-seater with dickey, 1932, £115; Delage 21hp saloon, 1931, £95.

RILEY 2½-litre roadster, August 1950, 14,000 miles, one owner, unrepeatable at this price, £1,350.

STUDEBAKER 26hp d/h with dickey, 1935, £165; Packard 30hp d/h foursome, 1938, £385.

TALBOT 75 18hp 6-cyl. mutual 8cwt., 1937, £245; Talbot 18 d/h foursome, 1933, £95.

VAUXHALL 14hp d/h foursome, 1938, £295; Vauxhall 12hp saloon, 1934, £125.

1937 drop head 4-seater Studebaker coupe, excellent throughout; £195.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [2640

LE MANS Singer Nine, extensive (and expensive) rebuild, combines looks, performance, reliability, economy; justifiable £265.—Details Box 6024. [2545

1934 M.G. 2-seater, hydraulic brakes, many extras, recently overhauled, excellent condition.—95, Bradstock Rd., Stoneleigh. Tel. Ewell 2559. [3025

RED Label close-coupled 4-seater Bentley sports, remarkably good mechanical condition and pleasing appearance, 1928; £250.—1, Lambolle Place, N.W.3. Primrose 2657. [3026

POTTER, RICHARDS & CARR offer choice of Allard, Alvis, Bentley, Bristol, Bugatti, Healey-Silverstone, Rover, Salmson, Talbot, Bugatti, Alfa-Romeo, Lancia, Hotchkiss, Lagonda Rapier.

ATTRACTIVE prices, part exchanges, h.p. terms.

FOR details Tel. Kensington 6955 or letters only to Richards, 68, Princes Gate Mews, S.W.7. [2074

£245 cream and maroon, very impressive car at modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2181

OWNER going Bombay offers vintage 2-litre Lagonda 4-seater, 13hp, complete overhaul, re-registered, 1948, £10 tax. P.100 lamps, new hood; £200; very good-looking car, seen Chelsea.—Box 6075. [3047

VINTAGE AUTOS, of Knightsbridge, specialists in Vintage Continental sports and racing cars; always a good selection at competitive prices.—188, Sloane St., Knightsbridge, Sloane 4867. [9954

JAGUETTE.—Gordon Parker's outstanding, fully equipped supercharged sports car; immaculately prepared for the coming season; winner of 20 awards in 1951, including Sporting Sports Car Record, Brighton Supercharged Sports Car Record and many others; £695.

GORDON PARKER, "Shorne Mead," Pear Tree Lane, Shorne, Nr. Gravesend, Kent. Shorne 505. [2557

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage car, hardly raced; 1947 Healey 2-seater sports, £895; also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war; bargain, £750.—Anthony Crook, Ltd., Caterham Hill, Surrey. Tel. 2252-3. [3046

CHARLES MORTIMER offers for sale his 4½-litre, low C chassis, 100 m.p.h. Invicta 2-4-seater sports tourer, completely rebuilt and re-registered 1949, black wings, upholstery, hood and side curtains, body maroon, cellulose and enamel practically unscratched; £10 tax. £525.—Little Arcall, West Rd., St. Georges Hill, Weybridge, Surrey. Tel. Weybridge 3545. [3055

RICHARDS & BROWN offer: Austin Nippy sports 2-seater, one owner, £245; Alvis 1934 12hp saloon, £250; Austin Ford tpta Augusta 1938 saloon, £350; Lancia Aprilia 1937 saloon, £595; M.G. N.A. Magnette 2-seater, £250; Morgan 4/4 supercharged special 4-seater, £525; Lea-Francis 2½-litre 1950 sports, £1,350.—Bingers Rd. (off High St.), Bromley, Kent. Rav. 6479.

ALTON GARAGE, "The Alvis People," offer several cheap cars at clearance prices; some may need work or attention, but all are in running order and your inspection or test welcomed; £155 or £75 deposit 1935 Alvis Firefly 12hp saloon (no self starter); £65 or £45 deposit Morris Oxford 2-seater and dickey, exceptionally original and tidy; £95 or £50 deposit 1935 Hillman Minx saloon, no speedo; £90 or £45 deposit 1932 Morris Minor, excellent value; £95 or £50 deposit 1933 Standard 9 saloon; £295 or £150 deposit 1939 Renault 8, £100 overhaul bills; £175 or £90 deposit 1936 Armstrong 14 saloon; £195 or £90 deposit 1935 Alvis Firebird saloon; £85 or £40 deposit 1935 Triumph 16 de luxe saloon; immediate hire purchase on all at deposits quoted; insurance on the spot.—17/19, Brook Mews North, Craven Rd., W.2. Paddington 5982. [25

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

DELAGE D8 sports 2-door foursome fixed head coupe, 4 S.U.s, servo brakes, knock-ons, twin spares, chrome carrier, Grabel head and side lamps, twin Lucas spots, Notek, twin horns, Klaxon, reversing lamp, twin demisters, wipers, radio, etc.; this car has done 8,000 miles since £350 overhaul from stem to stern; finished in black, ivory and chrome with cloth interior, new tyres, batteries, etc., 2-95 m.p.h. on top and genuine 17 m.p.g.; this vehicle is faultless and must be seen to be appreciated; £385 for quick sale.—Merton Motors, 18, Mary St., Birmingham, 12. [2685

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PERFORMANCE CARS, of the Windmill Garage, 2, Great West Rd, Brentford, Middlesex. (Tel. Ealing 5441.) [2270

SIMMONS, of Croydon, are buyers af all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [2462

POST-WAR Continentals: convertible or drop head reasonably low mileage Alfa, Ferrari, Delahaye, Delage or what have you.—Gill, 21, Cranley Gardens, South Kensington. [7861

Sports Cars, Spares and Service

AUTOMENDERS, Ltd are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6406. [0753

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0969

STANDARD 8

SELBORNE (MAYFAIR), Ltd.

1947 Standard 8 saloon de luxe, an exceptional bargain at 425gns. 82, Park St., W.1. [1705

STANDARD 8 1939 drop head; £500.—Lon. 9664. [3074

1946 Standard 8 saloon, black, brown, ex. cond., 16,000 miles. **TICKFORD**, Ltd., 5, Upper St. Martin's Lane, W.C.2. Temple Bar 3350. [2496

1948 Standard 8 saloon, black and leather, one owner; £525.

1947 Standard 8 saloon, grey and leather, one owner; £495.

PROMENADE MOTORS, 479, Green Lanes, Palmers Green, London, N.13. [2566

8hp drop head foursome coupe Standard, 1948, spotless throughout. £495.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2469

1939 Standard 8hp saloon, black with brown leather upholstery; £295.

BROOKE HOUSE MOTORS, 32-36, Upper Clapton Rd., Clapton, E.5. Tel. Amherst 3508. Palmers Green 6466, Tottenham 9346. [2543

1946 Standard 8 tourer, new hood, recellulosed grey very good condition; £495.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gla. 2254 [1036

1947 Standard 8 coupe.—Autowork, Ltd., Winchester, Winchester 4834. [2004

1939 Standard 8 saloon, excellent mechanically, resprayed; £295.—Kings Motors, High St., Hounslow. Tel. 3533 [3642

1948 Standard 8 tourer, black, leather upholstery, new condition; £550.—Hendon Central Garage, Hendon 1423. [1990

1947—Standard 8 saloon, grey, blue leather, excellent condition; £475.—Hendon Central Garage, Hendon 1423. [1991

1939 Standard 8 sun saloon, grey, blue upholstery; £360.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1535. [4230

1939 Standard 8 sln, nice order; £345.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2374

1939 Standard 8 saloon, black, excellent condition throughout; £375.—M. B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [3440

GATEHOUSE offer 1947 Standard 8 drop head coupe, black, excellent condition; £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mon. 4444. [3580

1947 Standard 8hp de luxe saloon, finished black with brown interior, originally supplied new by us, one private owner, run only nominal mileage; £485.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2992

1947 Standard 8 2-door saloon, very good condition reconditioned engine, 12,000 miles; £455.—Pantiles Service Garage, London Rd., Guildford 5526. [1974

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

1946 Standard 8 drop head coupe, 22,000 miles, one owner; £435. Also 1939 and 1940 saloons; £295.—A.Z. Motors Palmerston Rd., N.W.6. Mal. 4725/33 [1486

£335.—1940 Standard 8 de luxe saloon, black, recellulosed, very genuine car, in exceptional condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2180

£475.—1947 Standard 8hp drop head coupe, grey 21,000 miles, leaths excellent, exchanges, deferred terms.—John H. Truscott, Ltd., 173 Westbourne Grove, W.11. Bay. 4274. [1474

1948 (June) Standard 8hp drop head coupe grey with blue leather, low mileage, as new; £575.—Gibsons Sports Cars (Christchurch), Ltd., Lymburn Rd., Christchurch, Hants. Tel. 1681. [2661

TANKARD & SMITH Ltd. offer a 1946 (Dec.) Standard 8 saloon, one owner since new and mechanically excellent in every way, written guarantee £495.—226-232, High Rd., N.15. Stamford Hill 5291. [2550

STANDARD 9

495gns.—Standard 8, Sept. 1946, foursome drop head coupe, grey, blue leather, excellent condition; terms, exchanges, list; open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. [2746

STANDARD 8, repainted, recond. engine, tyres as new, £350; also Standard 8 1939 drop head coupe, very attractive and sound throughout, £375; good offers considered.—Derby Motor Co., 111-125, Woods Lane, Derby. Tel. 2349. Open till 9 p.m. [3002

STANDARD 9

1936 Standard 9 saloon; £225.—Roys Autos, Ltd., Euston 2700. [9757

STANDARD 12

C.M.I. CAR SALES (Pri. 6623) offer:—

1939 Standard 12 4-door saloon, very excellent condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [2695

1937 Standard 12hp, good order, any trial.—25, Bedford Rd., S.W.4. Tel. Brixton 2967. [2257

1938 Standard Flying 12, smart appearance, excellent mechanical condition; £259 or £79 deposit.

C. & S. MOTORS, Dudden Hill Lane, Neasden, N.W.10. Tel. Gladstone 8605. [2041

STANDARD 12hp, 1947, grey, immaculate reboret; £635.—Qod 5444 or write J. A., 53, Clarendon Rd., Watford, Herts. [2811

1947 Standard 12 saloon, reconditioned engine, just fitted by our works, black, leather upholstery; £795.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gla. 2254 [1036

1947 Standard 12 saloon, superb condition, heater, radio, new tyres; £750.—Ilsley, 285, Firs Lane, N.13. Pal. 3335. [2668

1936-7 Standard 12 saloon, radio, heater, excellent condition, maintained by enthusiast; £300 or near offer.—Tel. Harrow 1351 after 4 o'clock. [2785

1939 Standard 12 4-door saloon de luxe, black, green overall leather, sliding head, Windtone horns, mechanically sound, bargain; first £275 secures.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [2971

£245.—1938 Standard Flying 12 de luxe saloon, excellent runner, absolutely unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2187

£235.—1935 Standard Avon 12/4 fixed head coupe, cream, red leather, good tyres, bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2194

1948 (June) Standard 12 de luxe saloon, finished grey, blue leather upholstery, 19,000 miles only, Pye radio with speaker fitted to rear, Notek Roadmaster spotlamp, wing mirror and many extras, tyres good all round, the whole car in showroom condition; price £775 with guarantee, trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2 [1989

STANDARD 14

PRIDE & CLARKE, Ltd.

1948 Standard 14 saloons, black/brown leather, 23,000 miles, one owner; choice of three from £729; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [2954

SAUL & SLATTER, Ltd., offer:—

1948 Standard 14hp saloon, fawn; £725.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7175. [2502

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Standard 14 saloon, a superb example; £795.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [2948

£395.—Standard Flying 14 1939 sln., 4-dr., exceptionally good mechanically, cellulose as new; many others.

BENMOTORS, 7, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2229

£650.—1947 Standard 14hp saloon, grey with blue leather.—Woking Motors (Maybury Hill), Ltd. Woking 1606. [1390

1946 Standard 14 saloon, black with red leather, low mileage, excellent condition, tyres practically new; £625.—Box 6085. [3109

1948 Standard 14 saloon, radio, leather upholstery, low mileage, immaculate condition; £845.—Hendon Central Garage, Hendon 1423 [1991

1947 Standard 14hp saloon, black, fawn upholstery, one owner; £695.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441 [1231

1948 Standard 14 de luxe saloon, grey with blue hide upholstery, 27,000 miles, supplied and serviced by us since new, entire car in superb order throughout; £895.

ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2992

1948 (September) Standard 14 saloon, one careful owner, 23,000 miles, beautiful condition, taxed.—Kingston Hospital Garage, Eaniamore Gardens, S.W.7. Kensington 6726. [2427

1948 Standard 14 coupe, black with red leather, low mileage, a most outstanding specimen of this model; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. [3096

STANDARD VANGUARD

DICKS

1949 Vanguard saloon, fitted radio and heater; £925.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9 [1743

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard; choice of 3 from £975.

GORDON House, 373, Euston Rd., London, N.W.1 Euston 6611. [2520

STANDARD VANGUARD

B. J. HUNTER, Ltd., offer:—

1949 (October) Vanguard saloon, leather upholstery, positively unmarked; £875.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6808. [2696

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 8761. [9968

1950 Vanguard 8,000 miles; £1,050.—Roys Autos, Ltd., Euston 2700. [9768

1949 Standard Vanguard, green, grey leather, radio and heater; £895.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3178.

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges, £975.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 3466. [2592

1950 Vanguard 8,000 miles; £1,150.—Barnes 315, Finchley Rd., N.W.3. Hampstead 2221 Mat. [3091 1627.

1950 Model Vanguard, grey leather, low mileage, one owner; £1,025.—Hendon Central Garage, Hendon 1423. [1994

1950 Vanguard, 12,000 miles, leather, silver grey; bargain, £950.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725/33. [1486

300 miles 1950 Standard Vanguard saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3580. [8934

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0021-2. [6522

1950 Standard Vanguard saloon, radio, heater, 11,000 miles, perfect condition, grey; write.—E. J. Knight, Quarrywood, Battlefields, Bath. [2639

1950 Vanguard saloon, 12,000 miles, black with red leather; £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. [3099

1950 Standard Vanguard saloon, leather, exceptional condition; £975; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9594

1949 (Nov.) Vanguard, showroom condition upholstery, carpets perfect, 19,000 careful miles, much better than average; £950 or best offer.—Hoole "Carholme," Doncaster Rd., Rotherham, Yorks. [2962

1949 Standard Vanguard saloon, green, green leather, with special centre armrest, radio, heater, one owner, very good order throughout and inspection invited, 5 months' guarantee; £925.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2582

ROSE & YOUNG Ltd. offer 1950 Vanguard saloon, low mileage, fitted heater, radio and leather upholstery, £1,045.—Sheffield Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 [2135

1949 (June) Standard Vanguard saloon, grey with blue leather upholstery, H.M.V. push-button radio, heater spotlight, new battery, exceptional condition; 3 months' guarantee; £975.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey N.8. Mou. 3451. [2486

895gns.—Standard Vanguard, February 1949, saloon, champagne, H.M.V. radio, heater, one owner, small mileage, excellent condition; terms, exchanges, list; open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. [2747

1950 Standard Vanguard saloon, genuine throughout mileage 7,105, registered 21/10/1950, leather, heater, private owner seeks exchange plus £250 cash adjustment for 1950/1951 16hp Humber Hawk saloon.—Write Wise Richman, 8, Michael Rd., Plymouth. Tel. Plymouth 2464. [3064

1949 Vanguard saloon, fitted radio, heater, coachwork immaculate, spotless leather upholstery, performance, mechanical condition beyond criticism, irreproachable throughout, exceptional value, 850gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 6087-8-9. [3017

STANDARD MISCELLANEOUS

SALES service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES Ltd. Standard House, South End, Croydon. Tel. Cro. 6089-9. [3002

TANKARD & SMITH Ltd. offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-2

Standard Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434

R

S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

STANDARD 10 or medium 8s in good condition wanted.—Tel. Valentine 3246. [2291

S

A 8s new, post-war Standard required.—93, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0751

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4484. [0960

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0801

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Cars Wanted

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051.

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour by 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd (Woodford, Essex), Slough House, 16 Berkeley St., W.1. [2259

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd. St. John's Wood, N.W.8. Maida Vale 9114 (10 lines)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—206, Balham High Rd., S.W.17. [0522

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405.

WANTED.—All chassis assemblies for Vanguard, consider whole chassis, any condition; urgent.—Ashworth, Moat House, Tamworth, Staffs. [2620

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANCHESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9.

HALLS (FINCHLEY), Ltd., have a comprehensive full range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908,9. [0002

STUDEBAKER

DICKS.

1937 Studebaker 26hp drop head foursome coupe, special bargain; £575.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6666-9. [2687

SIMPSON'S MOTORS offer:—

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [7419

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker. Wembley 8691-2. [0673

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY required all models Studebaker. Tel. Wembley 8691-2. [0810

SUNBEAM

59 ens.—Sunbeam 23.9hp limousine, 1930, mechanically sound, body fair, taxed, insured.—Taylor Lodge, Thames Bank, S.W.14. Pro. 3922. [2233

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0515

SUNBEAM-TALBOT

DICKS.

1940 Sunbeam-Talbot 2-litre sports saloon, immaculate condition, just overhauled; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6666-9. [2691

BROOKLANDS.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

103 New Bond St., London, W.1. Mayfair 8351/6. [6692

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 6,000 miles; £1,175.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2912

R. F. FUGGLE, Ltd.

1950 Sunbeam-Talbot 90 saloon, black, red leather, one owner, small mileage; £1,125.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2707

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork Ltd., Winchester. Winchester 3854. [2005

SUNBEAM-TALBOT

HAROLD RADFORD & Co., Ltd.

1950 (May) Sunbeam-Talbot 80 saloon, black with brown leather upholstery, two owners, fitted with radio, heater and loose covers, speedometer reading 16,000 miles, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3495

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, indistinguishable from new; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3917

PHOENIX MOTOR Co. (SURREY), Ltd., offer

1950 (February) Sunbeam-Talbot 90 convertible coupe, apple green, brown leather upholstery, 26,000 miles, fitted twin mirrors and water temperature thermometer; this car has been the property of one enthusiastic private owner since new, and has been regularly maintained regardless of cost at our own works; consequently both the appearance and mechanical condition are consistent with half the mileage; the tyres are good and we can confidently state that this car represents outstanding value; £1,150.

PHOENIX House, High St., Sutton, Surrey. Vigilant 1121. [3052

1950 Sunbeam-Talbot 80 foursome coupe, 11,000 miles only; £1,095.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1706. [2432

1940 Sunbeam-Talbot saloon, 10hp, 4 doors, metallic green; £575.

PROMENADE MOTORS, 479, Green Lanes, Palmers Green, London, N.13. [2367

SUNBEAM-TALBOT 90 saloon, February, 1950, silver line, heater, radiomobile, covers, super condition; £1,195.

DUTFIELD MOTORS, Ltd., Godalming. Tel. 1014. [2550

1947 Sunbeam-Talbot 10, black, low mileage, beautiful little car; £750; three months' guarantee.

CAVRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 8585.

SUNBEAM-TALBOT '38 series 9.8 coupe, good condition, new tyres, carburettor, etc.; £400 or near offer.—Arnold 1986. [2567

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, black, beige leather, fitted radio, etc., good all-round condition; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, fitted wirts reconditioned engine July this year, outstanding mechanical order; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, original dark blue finish, recent £70 overhaul to engine-gear box; £525.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1936-9, silver grey with red leather coachwork exceptionally good for a pre-war car, lively and economical little engine; £450.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1940, identical to 1948 model, one owner since new, moderate mileage; £635.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1948, immaculate metallic grey condition virtually unmarked, radio, etc.; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome, 1939, satin bronze, red leather, fitted heater, dual Windtones and passlights, late property elderly lady, never over-driven or harshly treated, excellent condition; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, late 1949, an immaculate low-mileage model, grey cellulose and interior trim, tailored seat covers, radio, passlights, etc., original tyres, spare only used once; £1,095.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Free delivery, Free delivery anywhere in the United Kingdom. Rates refunded to purchasers from any part of the country. Showrooms open till 7 p.m., Mon.-Sat. [2687

1950 (Sept.) Sunbeam-Talbot 90 saloon, finished in grey with grey upholstery, fitted heater, 9,000 miles; £1,325; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4433

SUNBEAM-TALBOT sports 4-str., November 1940, 10hp, 38,000 miles from new, this car is immaculate in every respect; £550; has to be seen to be believed.

PARADE MOTORS (MITCHAM), Ltd., 66-67 Monarch Parade, Mitcham. Tel. Mit. 3392. [2976

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,465.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2234. [3860

SUNBEAM-TALBOT 80 saloon (Sept., 1948), black with fawn leather, H.M.V. radio, carefully maintained.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [2386

1950 (first registered November) Sunbeam-Talbot 90 saloon, 9,000 miles, loose covers, heater, mileage 19,000, approx.; £1,250.—Hall, 98, Cardigan Rd., Bridlington. [3059

1950 Sunbeam-Talbot drop head coupe, bronze with red leather, 11,000 miles only; £1,125.—Bells Service Garages 144 London Rd., Kingston-on-Thames, Kingston 1185. [3098

1949 (November) Sunbeam-Talbot 80 sports saloon, green with beige leather, H.M.V. radio and interior heater, genuine 18,000 miles, in beautiful condition throughout; £975.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2991

1939 Sunbeam-Talbot 10 saloon, new replacement engine, coachwork first class condition, black, brown leather; a very smart car; £595.—The Bucks Motor Co., Ltd. Aylesbury 164. [2578

1941 Sunbeam-Talbot d/h coupe, black with fawn hood, new engine, 2,000 miles only, H.M.V. wireless, beautiful condition.—Higham, Wharfe House, Henley-on-Thames. Tel. 188. [1785

1951 model 2½-litre Mark II Sunbeam-Talbot 90 saloon, grey, became Covenant free on 9/11/51, 12,000 miles, fitted with heater; £1,350.—Apply Primrose Garage, Aberystwyth. [1149

SUNBEAM-TALBOT

1950 Sunbeam-Talbot 90 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2714

1295 ens.—Sunbeam-Talbot 90, August 1950, 2-litre 4-door sports saloon, satin-bronze, sliding head, red leather, one careful owner, 14,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below:—

545 ens.—Sunbeam-Talbot, January 1940, 2-litre foursome drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition; terms, exchanges, list: open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube); Hampstead 6041. [2748

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2331.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Hamp. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [2615

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litres, distance no object.—Hattons, Lord Ave., Southport. Tel. 2268. [0805

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The hire purchase specialists.

1938 Talbot 10 drop head foursome coupe, colour, Cambridge blue with upholstery to match, fitted Ace discs, new hood, a very attractive example of this make; 420gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; top price in part exchange for your present motor cycle or car; unique 3 months written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY Canterbury Road, Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [2965

R. F. FUGGLE, Ltd.

1938 3-litre Talbot sports saloon, coachwork by Thrupp & Maberly, guaranteed mileage under 50,000, coachwork and chassis 100%; £950.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2037

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [2089

TALBOT 10hp, 1936, sunshine roof, fast, reliable, good-looking car, £350.—Heap, Meadowside, Rectory Lane, Chelmsford. [2864

1937 105 saloon, manual gear box, in very good condition; £250.—90, Brighton Rd., Banstead, Burgh Heath 1520. [2500

1937 Talbot 75 saloon, good appearance, new tyres; £240 or nearest.—Bawden, "Lansdowne," Pant, Oswestry, Shropshire. [2643

£325.—Talbot 105 saloon, £10 tax.—Potter & Richards, Kensington 6955, or write, Richards, 62, Princes Gate Mews, S.W.7. [2076

1935 Talbot 95 saloon; this car has had a terrific amount of money spent on it recently for reboring, new valve guides, new radiator block, new carburettor, respray, lamps, etc., rechrome', new tyres, but has now developed top gear slip and can be offered at the bargain price of £95.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [2055

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Hamp. 6041. [0991

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

TRIUMPH

CAR MART, Ltd.

1950/51 Triumph Mayflower saloon, heater, 3,000 miles; £1,145.

1950 Triumph 2000 saloon, heater, 3,000 miles; £1,450.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2813

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey, grey interior, 10,000 miles; £1,295.

836/842 High Rd., N.12. Hillside 0024. [2139

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Triumph 1800 saloon, 28,000 miles; £1,050.—Tel. Radlett 6167 and 5849. [3116

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

ROSE & YOUNG Ltd. offer:—

1950 Triumph Renown saloon, excellent condition, fitted H.M.V. radio and heater, gunmetal finish; £1,195.

1949 Triumph 2000 Roadster, exceptional condition inside and out, finished champagne; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [9953

CHARLES FOLLETT, Ltd., offer:—

1950 Triumph Renown saloon, gunmetal, grey leather, heater, one owner, 26,000 miles, serviced and guaranteed, has to be seen for condition to be appreciated; value at £1,275.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunninaham 5956-8. [2568

MANN EGERTON & Co., Ltd., offer:—

1950 Triumph Renown, maroon, beige leather upholstery, heater, 6,000 miles; £1,475.

14 Berkeley St., London, W.1. Regent 2075. [2552

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 Roadster, grey with red leather, genuine 16,000 miles, new condition; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2947

1950 Triumph Renown saloon, grey; £1,275.

R. F. SEWARD, "Lingwood," Upper Bassett Ave., Southampton. Tel. Bassett 68251 and 68852. [2325

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey, blue interior, fitted radio, twin carburettors, twin spotlights, etc., condition immaculate, taxed; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [2296

1949 Triumph 2000 Roadster, terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [2593

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon; £1,375.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower sal.; £1,125.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon; £1,250.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster; £935.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2521

TRIUMPH R.E., saloon, black, moderate mileage, most tyres, H.M.V. radio; £995.

G. & R. GARAGE, Ltd., 33 Victoria Rd., Surbiton, Kimbridge 6753. [1072

1950 (Nov.) Triumph Mayflower saloon, radio, under 2,000 miles, condition as new; £1,095.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2982-3-4. [2587

1949 Triumph 2000 Renown sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio.—TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3339. [2602

TRIUMPH Dolomite, 1939, showroom condition, one owner, best offer.—52, Tudor Way, Hillingdon, Uxbridge 2713. [2670

1948 (August) Triumph 1800 saloon, black, beige upholstery, radio, immaculate car, low mileage; £1,350.

BRIDGE MOTORS, Church St., Rickmansworth. Rickmansworth 2562 [1965

FOR sale.—1947 Triumph Roadster, whole car complete; reconditioned, fitted wireless and heater; offers.—Box 6015. [2309

1950 Triumph Mayflower, black, 7,000 miles; £1,100.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051.

1949 Triumph 2000 saloon, metallic grey, 8,000 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [7720

1935 Triumph Gloria Vitesse saloon 10.8hp, resprayed, part rechromed; offers.—Banks, 33a, Elgin Crescent, W.11. Bay. 8161. [2052

1950 Triumph Mayflower, 5,000 miles, immaculate condition; £885.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8457

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer 6,400, immaculate condition; £1,450.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [0066

1950 Triumph Renown, 13,000 miles; as new; £1,275.—Clayton's Cars (London), Ltd., 397, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

£445—Sept., 1938 Triumph 14hp Dolomite, black with green leather upholstery, recently recellulosed.—G. S. Hall, 302, King St., W.6. Riverside 2861. [2417

L. F. DOVE offer: 1949 Triumph Roadster, green with green, showroom condition, 8,000 miles, spare unused; £995.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2127

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition; £1,350.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3171

1950 Triumph Renown grey saloon, 14,000 miles, fitted with heater, immaculate condition, £1,500 or near offer.—Apply, Primrose Garage, Aberystwyth. [1148

1950 Triumph Renown, 14,000 miles, black, beige interior, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 6666 (20 lines).

1950 Triumph Mayflower, 4,000 miles, black, beige interior radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 6666 (20 lines). [2563

L. F. DOVE offer: 1950 (September) Triumph Renown saloon, maroon with beige, one owner, nominal mileage; £1,250.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9015

TRIUMPH

1950 Mayflower, maroon, with heater, 5,000 miles; £1,095; trade and part exchange enquiries invited.—O. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2774

1950 Triumph Mayflower saloon, first registered 6.10.50, finished in steel grey with red leather upholstery, one owner, fitted radio and heater, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2335

1950 (October) Triumph Renown saloon, black, fawn leather, 12,000 miles; £1,350.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [1293

1950 (Oct.) Triumph Mayflower, fitted heater and seat covers, stored 12 months owing to illness, under 400 miles, as new; £1,150 or near offer.—Hillsboro' Garage Motor Co., Sheffield 6. [2880

1950 (October) Triumph Mayflower saloon, maroon body, leather, radio, heater, loose covers, one owner, 8,000 miles, exceptional condition throughout, 3-month guarantee, any inspection invited; £1,090.

TRINITY CARS, Ltd., 84, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2583

1949 (Aug.) Triumph 2000 Roadster, mileage 25,000, guaranteed, ice blue, new tyres, screen washers, two foglamps, numerous extras, absolutely as new throughout, any exam. or trial; price £1,190.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266/7/8. 11120

1950 (Oct.) Triumph Mayflower saloon, black, fawn leather, 3,700 miles, as new condition throughout; £1,025, complete condition, mileage and price.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [1475

895 ens.—Triumph 2000, April, 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition; terms, exchanges; list; open 9-1 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [2752

1938 series Triumph Dolomite 14hp de luxe saloon, black with blue upholstery, engine completely overhauled, whole car in good and original condition; £500.—K.L.G. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641.

1950 Triumph Renown saloon, mileage only 7,000, this car is as new and is fitted with H.M.V. radio, twin fog lamps and heater; £1,325; would consider smaller car in part exchange.—Major Barnes, "Moorhill," Heath End, Farnham, Surrey. Tel. Aldershot 1679. [2902

CAMDEN MOTORS.—Triumph 2000 Roadster, 1949, in excellent condition throughout and most attractively finished in metallic bronze with upholstery to match, fitted heater, special passlights, etc., nominal mileage only and carefully used and maintained by one private owner; unrepeatably priced at £865.

CAMDEN MOTORS.—Triumph 2000 razor-edge saloon (May, 1949), in hard-to-find condition, unblemished black finish with beige leather, tailored loose covers, radio, passlights, etc., very carefully maintained and serviced; all data available; £1,095.

CAMDEN MOTORS.—Triumph 2-litre Vitesse sports 4-light saloon, 1938, a rare and much-sought-after model, most attractively finished grey with red leather interior, practically new tyres, an excellent example of this fine performance series; £395.

CAMDEN MOTORS.—Triumph 2-litre Dolomite drop head foursome coupe, 1939, immaculate black finish with hide interior, fitted many extras including special passlights, twin Windtone horns, unrepeatable opportunity to acquire this very desirable model at most attractive figure; £495.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in England and Scotland. Fares refunded to purchasers from any part of the country. Showrooms open till 7 p.m. Monday-Saturday. [2882

Triumph Cars Wanted

CMT.

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

TRIUMPH 1800 Roadster wanted up to £800.—Bancroft, 34, Avalon Rd., Ealing, W.13. [5065

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St., Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0053

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hallona, Lord St., Southport. Tel. 2268. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 5051. [6930

IF your car is in London and is a post-war model it can be seen and purchased within an hour by 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex). Slough House, 10, Berkeley St., W.1. [2240

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines)

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Ot. Portland St., W.1. Langham 7735.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollindrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). [0355

UTILITY CARS

GUY ALFREDS & Co., offer:—

1947 Alvis utility, fine order.—6-7, Warren St., W.1. Euston 2262. [2404

UTILITY CARS

COACHCRAFT offer:—

HILLMAN-COMMER 10hp utility, professionally built fruit body with nice lines, on very good chassis, inditively superior to most brakes offered at this price, £265; A.A. or R.A.C. inspection invited.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [2804

JACK STONE & SON offer:—

1950 (November) Bradford Jowett, 1948 Ford 10hp, 1949 Humber 27hp, 1946 Humber 27hp, 1947 Ford 10hp, 1939 Ford 10hp, 1939 Ford 22hp; easiest of terms; exchanges, free delivery anywhere, send for up-to-date list and special seven-way plan.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [5005

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Jowett Bradford utility, colour green, fitted with four de luxe seats, speedometer reading 11,872 miles, in good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0642 (5 lines). [1499

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A40 Countryman, green, 14,000 miles, 4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2920

BEDFORD 1950 utility 6-light; £525.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392 [2973

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1948 (Nov.) Bradford-Jowett Utility, beige, mechanically excellent, bodywork and tyres good one owner, moderate mileage; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [2529

JOE THOMPSON (MOTORS), Ltd., offer:—

PACKARD 9-passenger station wagon or shooting brake, most luxuriously appointed, first registered 1946, tax £10, genuine mileage 10,000.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858 [9404

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Lea-Francis 4-door utility, exceptionally well maintained; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [2949

1950 Bradford de luxe Utility, low mileage, 4 seats, immaculate; guaranteed, £650

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1956

1950 Bradford 6 Light Utility, 4 seats, low mileage, taxed, any inspection; guaranteed, £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [1955

1950 (Aug.) Austin A40 Countryman, 14,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3127

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

HUMBER utility (reg. November, 1946), excellent condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677 8. [8101

1950 Bradford de luxe utility, spotless condition, small mileage, £625.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [6269

1947 Austin 10 Utility, engine reconditioned, unrepeatable bargain, £575.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6704

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

14 hp Alvis utility, March, 1948, one experienced owner, maintained regardless, or near offer.—Nugent, Willards, Dunsfold (304), Surrey. [2871

A40 Countryman, late 1949, green with brown upholstery, practically new condition; £895.—G. S. Hall, 302, King St., W.6. Riverside 2861. [2420

1949 (November) Bradford 4-light Utility, 14,000 miles, grey, very carefully used, extras, 3-month guarantee, any inspection invited; £535. Also

1947 Austin 10hp 7-seater, Martin Walter Utilecon, 22,000 miles, exceptional condition, any inspection, 3-month guarantee, £645.

TRINITY CARS, Ltd., 84, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2584

ALVIS 14 Estate car, 1948, in extremely fine condition, body resprayed, wood retained engine extensively overhauled; £925.—Tel. Horsham 1854. West London or Sussex. [2459

1949 Vanguard Utility from new in good condition throughout, red and black, taxed; £660.—C. Page, 44, Pepper Street, Stoke Newington, London, N.16. CR. 5060. [2645

FIRST registered 1947 Hillman 10hp fitted attractive 4-seater utility body fold-down seats, in excellent condition throughout; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [2160

1951 estate car, ex-Government, coachbuilt in oak, very smart, ideal trade and private use, £595; offers; terms, exchange small car, private sale.—654, Alderley Old Rd., Coventry. Tel. 2872. [2621

£595—Ford 30hp 8-seater shooting brake, reinstalled tered 1947, £10 yearly tax, gear lever on steering column, beautiful and overhauled condition 4 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms 421, High Rd., Finchley, N.12. Fin. 6221. [2952

GENERAL Utility, Morris 25hp, 1936, strong and roomy, good mechanical condition throughout, smart appearance, recently overhauled; £250 or reasonable offer.—Ewhurst Place School, Ewhurst, Surrey. Ewhurst 166. [2493

Utility Cars Wanted

DAIMLER 2½ shooting brake, 1947-8, in good condition.—Tel. Birmingham, Sutterfield 4362. [2290

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0093

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London) Ltd., 56, Christchurch Rd., Ogdens, Wood S.W.19. Liberty 1808. [0024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 10

VAUXHALL '38 10hp 5 saloon; £350.—Gla. 7880. [2677

1947 Vauxhall 10 saloon, excellent condition; £635. **C** & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6622

1939 Vauxhall 10 saloon, in outstanding condition; taxed; guaranteed, £450. **G** W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1954

£365—Vauxhall 10 1939 4-dr. sln., good cellulose and leather interior, sldg. roof, smooth performance; many others. **B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2252

£444 give away price.—1940 Vauxhall 10 de luxe saloon, excellent bodywork, mechanically recently overhauled; 3 months' guarantee; hire purchase, exchanges. **L**AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2254

1947-8 mint, original condition, really superbly kept; £675; low mileage (genuine).—Fiat 1, 52, Aberdare Gdns., N.W.6. [2569

£445—Vauxhall 10hp saloon de luxe, 1939, outstanding condition throughout and recently subject to major overhaul, with bills available for inspection, excellent tyres, carefully used and maintained. **C**AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire-purchase, part exchanges, free delivery; showrooms open till 7 p.m. Monday-Saturday. [2683

VAUXHALL 12

B J. HUNTER, Ltd., offer:—

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725. **B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6676

SAUL & SLATTER, Ltd., offer:—

1948 Vauxhall 12 saloon, blue, in excellent condition throughout; £735. **44**-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [2504

1946 Vauxhall 12, black, mileage, 21,500, really exceptional condition; £660.—Emberbrook 1451. [2668

1940 Vauxhall 12, green; £425.—Frickers of Holland Park (next door to Underground). Tel. Park 5077. [2136

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1 High St., Hounslow. Tel. 3532. [3217

1947 Vauxhall 12hp saloon, black, one owner; £725.—Vandervells (Buyers of Good Used Cars) 215, Haverstock Hill, N.W.3. Primrose 4441 (4052

1946/7 Vauxhall 12 de luxe saloon, new engine recently fitted, unrepeatable bargain, £575.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2703

1948 Vauxhall 12 4-door sunshine saloon, almost unmarked inside and out, tyres good, low mileage; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5458

795 ens.—Vauxhall 12, June, 1948, 4-door saloon, black, sliding head, brown cloth, small mileage, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturday mornings.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [2753

VAUXHALL 14

1938 Vauxhall 14hp saloon, black with brown leather upholstery; £295. **B**ROOKE HOUSE MOTORS, 32-36, Upper Clapton Rd., E.5. Tel. Amherst 2502. Palmers Green 2244. Tottenham 9348. [2544

1946 Vauxhall 14hp J type saloon, black, leather interior, one owner; £750. **F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2051

395 ens.—1937 14hp Vauxhall saloon, over £200 overhaul.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [2532

1939 Vauxhall 14, saloon, excellent condition; £465; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2840

1946 Vauxhall 14 J-type saloon (choice 2), absolute lux. mtr., £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723/33. [5763

1947 Vauxhall 14 saloon, very sound; £725.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2375

1937 Vauxhall 14 sun saloon, excellent condition throughout; £525.—Smith's Car-Sales, 5, Balham High Rd., S.W.12. Bal. 7628. [2370

1936 Vauxhall 14 d/h coupe, good condition; offers; inspection.—B. S. "Denholme," Manor Way, Rayling Island, Hants. £300 o.n.o. [2267

1937 Vauxhall 14 de luxe saloon, black/brown hide upholstery, a really good specimen, originally clean and mechanically excellent, taxed; £375. **T**IMMS MOTORS, Colinette Rd., Upper Richmond Rd. S.W.15. Tel. Putney 3563. [3114

1948 Vauxhall 14hp, 22,000 miles only, blue, brown interior.—Lamb's Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 6666 (20 lines). [2562

VAUXHALL 14 d. h. foursome coupe, '37, black, red hide, fitted new hood, interior trimming, tyres, eng. recon. '51, ex. con. throughout; £300.—Adams, Wil. 5448. [2499

£225—1955 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition throughout.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [2196

LATE 1939 Vauxhall 14 J type saloon, one owner, carefully used, black, sun roof, brown hide, recently fitted new engine, reconditioned front suspension, exceptionally good condition throughout; snip £465. **D**OUGLAS CAR SALES, 806-808, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [1418

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 50 Vauxhall Wyvern saloon, heater, 12,000 miles; £1,015.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [2514

CAR MART, Ltd.

1950 Vauxhall Velox saloon, 6,000 miles; £1,195.

1949 Vauxhall Velox saloon, radio, heater, 16,000 miles, £1,025.—Car Mart, Ltd., 520 Euston Rd., N.W.1. Euston 1212. [2515

B J. HUNTER, Ltd., offer:—

1949 Vauxhall Wyvern saloon, definitely unmarked; £875. **B** J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6679

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Vauxhall Velox saloon, colour grey, speedometer reading 9,757 miles, one owner in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5378

H. A. SAUNDERS Ltd. offer:—

1949 Vauxhall Velox saloon, green, brown interior, radio, heater, etc., 10,000 miles; £945.

1950 Vauxhall Velox saloon, black, brown interior, radio, heater, etc., 9,000 miles; £1,095.

836 842, High Rd., N.12. Hillside 0024 [2141

SAUL & SLATTER, Ltd., offer:—

1950 (registered Dec., 1949) Vauxhall Velox saloon, black, leather upholstery; £950. **44**-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [2505

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon, black, brown leather, heater, 8,000 miles.

1950 Vauxhall Wyvern saloon, black, brown leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1661

WADDINGTON MOTORS, Ltd., offer:—

1949 (September) Vauxhall Wyvern, in perfect order throughout; £925.—Fortune Green Rd., N.W.6. Ham. 2211 [5561

SELSDON ROAD GARAGE, Croydon, offer:—

1950 (model) Vauxhall Wyvern saloon, in dark blue with brown hide upholstery, press-button radio, heater, a most carefully used car; £995. **54**, Selsdon Rd., S. Croydon, Surrey. Cro. 5470. [9548

1949 Vauxhall Velox, careful owner, spotless condition.

HAZLEMERE MOTOR Co. (WALTHAM ABBEY), Ltd., 1, Waltham Cross. 2275-6-7. [2454

GORDON CARS (LONDON), Ltd.—1949-50 Vauxhall Velox saloon; £1,050.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14hp saloon; £675.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2522

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1042

1949 Vauxhall Velox saloon de luxe, fitted radio, etc., immaculate condition; £975.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 9082. [2949

1949 (Nov.) Vauxhall Wyvern saloon, 25,000 miles, fitted with radio, very careful owner, beautiful car.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [7402

MARCH, 1950, Vauxhall Velox, black with red leather, fitted with radio.—A. Ringle, Euston 6071 and 2922. [2773

1950 (Nov. 9) Vauxhall Wyvern saloon, leather, heater, 10,000 miles; terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 389 Euston Rd., N.W.1. Euston 4466. [2594

1949 Velox, first registered December 1949, very small mileage, in excellent condition throughout; £965.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [5085

1950 Vauxhall Wyvern, Alpine green, brown leather upholstery, recorded mileage 14,000, fitted radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6000

300 miles only, 1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2676

1950 (Nov.) Vauxhall Wyvern saloon, 200 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [2444

1949 Vauxhall Wyvern, blue/brown leather, 16,000 miles in perfect condition; £875.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [8286

1949 model Vauxhall Velox, heater, radio, leather, exceptional condition; £865; 3 months' written guarantee.—Brown's Garage Loughton (Essex) 4119 (Tube). [7421

1949 Vauxhall Velox, black and brown leather, heater, unrepeatable from new; £685.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [2712

VAUXHALL Velox (Jan., 1950), 15,000 miles, one careful owner, loose covers, mats, heater, etc., £995.—Lewis H. Barraball, Porchester Square Mews, Bayswater, W.2. Bay. 2554 [2649

1950 Series Velox, green throughout, under 8,000 miles, radio; £1,025; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2776

VAUXHALL Velox, August 1949, fitted with radio and heater, finished in black with brown interior, one owner since new, immaculate condition; £950.—Coyne Garage and Motors, 322 Fore St., Edmonton, N.9. Tel. Tot. 4162 [2113

VAUXHALL WYVERN & VELOX

1949 (July) Vauxhall Velox saloon, blue, brown leather, low m'leage, a really superb one-owner car, thoroughly recommended; written guarantee, terms, exchanges.—H. F. Edwards, 36, Upper High St., Epsom 9400. [2609

VAUXHALL 15

A & S—Limousine 1938 Grosvenor, partition, seven passenger, forward occasionals, magnificent condition, leather. Seen:—

A LPE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [1431

VAUXHALL MISCELLANEOUS

SHAW & KILBURN Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout. **S**ELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (18 lines). Vauxhall main dealers.

1948 (October) Vauxhall Velox, 22,000 miles, black, brown leather, fitted radio and heater, one owner; £945.

1940 (March) Vauxhall 12hp, black, blue leather upholstery, headlining just renewed, mechanically sound and roadworthy, 4 new tyres, body condition sound; £475.

1939 Vauxhall 14hp, black, red leather upholstery, tyres good all round, heater fitted, in exceptional condition; £575.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [0046

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9807), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285

Vauxhall Cars Wanted

C

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0064

VAUXHALL 10 in good condition wanted.—Tel. Valentine 5466. [2293

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2607

A S new, post-war Vauxhall car required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2760 (day). [0752

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 8691-2. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 3268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0478

URGENTLY requ red, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ads.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0640

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 1-11, Russell Rd., Wimbledon, S.W.19. Liberty 2464. [0622

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 280-286, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

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RIANON.

TRIANON.—Established over 30 years, the firm with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC, JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

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Vauxhall Spares and Service

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp. etc.
GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6568. Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass, Egham 131. [0196

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0593

RECONDITIONED exchange suspension (complete pairs), 10, 12, J, £15 10; DX, £17/10; 25hp, £25, also for Bedford; reconditioned gear boxes, shock absorbers; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0244

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WELHAM, Veteran Car specialist, Surbiton Hill Rd., Surbiton, Elmoridge 1875.—Buy and sell pre-1914

1922 Morris 12 tourer, remarkable mechanically, and 1, ample spares; offers.—Lindsay, Laub, Perthshire. [2622

VOLKSWAGEN

VOLKSWAGENS bought and sold.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1624. [7472

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0375

1949 Volkswagen, excellent order throughout; £410.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [3065

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition. Tel. Valentine 2096.

VOLKSWAGEN required, must be in good condition.—Woods, Brookside, Acacia Rd., Staines, Middlesex. Tel. Staines 2346. [3091

PRIVATE purchaser wants another Volkswagen, in perfect condition, one previous owner export model manufactured 1949 or later preferred.—Fullest particulars and price to Michael Dixon, The Grove, Great Coates, Grimsby. [2874

WILLYS

£265—Willys 16hp fixed head coupe, very modern, black, very clean condition, a smart vehicle at modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2199

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, maroon, 6,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, moonstone grey, 6,300 miles; in outstanding condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

1946 Wolseley 12 saloon, black, brown leather, fitted reconditioned engine, one owner.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

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CAR MART, Ltd.

1948 Wolseley 10hp saloon, 12,000 miles; £375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [2816

CAR MART, Ltd.

1950 Wolseley Six Eighty, 8,000 miles; £1,295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [2817

HAROLD RADFORD & Co., Ltd.

1949 Wolseley limousine, first reg. 1950, speedometer reading 19,000 miles, with division and face-forward occasional seats, colour black, in immaculate condition, one owner.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1496

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, maroon, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8746

1939 Wolseley 14 saloon, excellent condition; £495.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [2848

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon; £1,395.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon; £1,275.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon; £995.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [2525

265 ens.—1937 Wolseley 14 de luxe saloon, excellent condition.—Below

195 ens.—1936 Wolseley 10 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1500.

1950 Wolseley 6/80 saloon, 1,600 miles, genuine grey/brown leather, one owner.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 7051-2. [7424

1950 (Oct.) Wolseley 6/80, 11,000 miles.—Ernest Sutton. Tel. Rocate 4 (trade only). [3123

1940 Wolseley 25, 65,000 miles, superb condition; £450; terms and exchanges.—Burgh Heath 1520.

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 2548. [0089

1948 Wolseley 8 saloon, in fine condition; £695.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [6765

WOLSELEY

1936 Wolseley 12hp saloon de luxe in remarkable condition throughout, original in every detail; £235.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 6575. [7732

£295—1936 Wolseley 12hp de luxe saloon, excellent bodywork, spotless interior, genuine bargain.—Below.

£265—1936 series Wolseley Wasp 10 4-door saloon, easyclean wheels, excellent and comfortable vehicle.—Below.

£525—1939-40 type Wolseley 12, identical to post-war model, excellent condition throughout, only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2935

1939 Wolseley 10 de luxe saloon, guaranteed, £400, or payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [2040

1937 Wolseley 14hp saloon de ville, black with green leather upholstery, in exceptionally nice condition; £345.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289 [5084

BRUTONS, Ltd.—Wolseley 12 (July, 1938) saloon, 1939 model, new engine; £495.—13/14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [3089

CASE'S MOTOR MART.—1939 Wolseley 14 saloon, blue, superb order throughout, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [2839

1938 Wolseley 14 saloon, excellent condition throughout; £385.—R. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [2824

1947 Wolseley 8 saloon, black, recommended; £615.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [2370

1939 Wolseley 25 saloon, very fine condition; £500.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [2379

A VERY exceptional 14-56 Wolseley saloon, 1938 model, engine just rebored and whole car beautifully maintained by one owner since new; bargain £485.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frenchie 5801. [2558

1937 Wolseley 14 saloon de Ville, exceptional condition throughout; absolute bargain, £375.—A.Z. Motors, Pulmerston Rd., N.W.6. Mal. 4723. [2700

1949 Wolseley saloon 4/50, fitted radio heater, seat covers, small mileage, taxed; £925.—Dalston Motors, 617, Kingsland Rd., Dalston, E.8. Clissold 4945. [1090

£1095—1950 Wolseley 4/50 saloon, beige/brown leather, H.M.V. radio, heater, one owner, chauffeur kept.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [1320

1938 Wolseley 14 de luxe saloon, one owner from new, good tyres, excellent condition, taxed; £295.—Dalston Motors, 617, Kingsland Rd., Dalston, E.8. Clissold 4945. [6079

JACK ROSE, Ltd., offer 1950 (June) Wolseley 6/80 4-door saloon with extras, dark blue, 10,000 miles, one owner; accept £1,170.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1045

£595—1939 Wolseley 25, one owner, most carefully used, black with green hide upholstery, very low mileage, definitely in post-war condition.—G. B. Hall, 302, King St., Hammersmith. Riv. 2981. [2404

1947 Wolseley (June) 18 de luxe saloon, mechanical and coachwork condition outstanding, H.M.V. radio, heater, obviously carefully maintained; £825.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [2779

£220—1935 Wolseley 12 4-door de luxe, original paintwork, etc.; also 1936 Wolseley 14, immaculate condition; £225.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Balt. 1107-8-9.

£1025—1949 Wolseley 6/80 saloon, maroon/beige leather, 15,000 miles, one owner; choice of two; 3 months' guarantee; terms, exchanges, lists.—Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tulse Hill 3664-5. [2902

365 ens.—Wolseley 10/40 1937 de luxe 4-door saloon, bronze, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [2754

1949 (Aug.) Wolseley 6/80 saloon, 14,000 miles only, one private owner (surgeon), finished black leather upholstery, fitted H.M.V. push-button radio, heater, twin spotlamps, chromium badge-bar, taxed December; the whole car in spotless condition throughout; trade enquiries welcomed; price £1,275.

MOTORISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [5733

A & S Limousine 25hp 1958 April registration; black, forward occasionals, leather, excellent throughout.

8000 miles only, 1948 25hp Limousine, original owner, finish excellent condition. Seen!:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [1450

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus 1212

Wolseley 6/80 Cars Wanted

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Wolseley Cars Wanted

RSR ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041

Wolseley Cars Wanted

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5968

CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [2608

ALMOST new Wolseley required; cash payment.—Morley, 24, Streatham Hill, S.W.2. Tulse Hill 4488.

EXCHANGE 1950 Allard standard saloon, 6,000 miles, excellent condition, for 1950 Wolseley 6/80 or similar.—Box 6067. [3059

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Wolseley from 1937 onwards.—Wembley 6691-2.

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60 & 4/50, distance no object.—Hattons, Lord St., Southport. Tel 2288. [0806

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 3. Tel. Royal 6622. [7737

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-5. [0514

Wolseley Spares and Service

W. JACOBS & SON

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are six cast-iron reasons why everybody's going

KILBURN way:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheeler or motor cycle.
5. Every used machine carries our unique three months guarantee.
6. Every car is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park station, Bakerloo line 150 yards). [0625

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 20 years.

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station.) Tel. 2548. Open week-ends. [1346

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Miscellaneous Cars Wanted

RSR ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

MARBLE ARCH, of Watford.

POST-WAR cars wanted urgently, purchased for cash all makes, mileage under 10,000, must be in very good condition.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, Herts. Tel. Watford 6491. [7426

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small h.p. vehicles.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [7052

A CASH offer on the spot for cars, motor cycles, lorries, any make or model; exchs.; h.p. a/cs settled.—Write, phone or call: Pride & Clarke, Ltd., Showroll Rd., S.W.2. Brixton 6251, ext. 150. [0734

BROADWAY MOTOR Co. want the cream of second-hand cars! Owners of low-mileage 8hp to 12hp post-war models and of really good pre-war cars should consult Sales Dept. at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph Stnear, Vauxhall and Wolseley.—25, East Hill Clapham Junction, S.W.18. Batterses 5272. Open 9-6 p.m. each week-day, including Saturday. [0567

POST-WAR car required, Humber Hawk 16, Sunbeam 90 or similar, in exchange for modern mahogany twin-screw motor cruiser, centre deckhouse, two cabins, four berths; Thames; Value £3,500.—Bennett, 14, Squitchey Lane, Oxford. Tel. 55655, mornings, evenings week-ends. [3055

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MOTOR HEARSES

A & S Offer Britain's highest quality Hearses—Certified mechanically—Inspection invited. Below.

ROLLS-ROYCE 1935 Phantom II fitted latest 5-door swept tail 6-bearer Coachwork, exclusive equipment, reasonable cost.

ROLLS-ROYCE 1937 Phantom III fitted latest 1951 5-door 6-bearer streamlined swept tail Coachwork, lavish exclusive equipment, wonderful carriage.

HUMBER Phase-III six bearer 5-door streamlined latest 1951 Coachwork, exclusive lavish equipment, adjustable bier table. £495. Alps & Saunders. (The Funeral Trade Coachbuilders) Providence Court, North Audley Street, Mayfair-2941. [1429

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE catering unit for sale.—Modern 2-wheel trailer caravan, specially constructed, 16ft. long, 7ft. wide, can easily cater for 1,000, ideal for race meetings and all sporting events, 12ft. serving counter, glass showcase, 60-gallon fresh water tank, electric pump, water piped to 4 taps, aluminium sink and 2 drainers, 20-gallon waste tank, 2-gallon "Thermain" water heater to sink, 2-gall., 5-gall. and 10-gall. water boilers, full-size gas oven, 7 Calor gas cylinders, fluorescent lighting, 3 x 80-watt tubes from 1hp 230v A.C. self-contained dynamo, probably the finest vehicle of its type in the country, used only on 12 occasions, present licence covers England, Scotland and Wales; will deliver free; price £850.—J. H. Bingham, King Cliff, Birkby, Huddersfield. Tel. Huddersfield 3329. [2448

MOBILE CANTEENS, KITCHENS, ETC.

£150—Mobile canteen, fish and chip.—1, Southill Ave., South Harrow (Elston). [3086

MOBILE shops, canteens, kiosks, vehicles and trailers, new and used.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2236. [2531

MOTOR CYCLES FOR SALE

ROYAL ENFIELD 350cc side-valve; £55.—Tel. Hay. 2307. [3108

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341

This section closes for press at 10 a.m. on Fridays

COMMERCIAL VEHICLES

NEWNHAMS, Ltd.

1949 Austin A40 van, plain maroon, excellent condition; £595.

NEWNHAM House, 253-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [3410

PALMERS MOTORS, Ltd.

1950 Ford 5cwt van, £450; 1947 Austin 10cwt van, £335; 1946 Ford 10cwt van, £350; 1940 Bedford 30cwt van, £275; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [6093

GUY ALFREDS & Co. offer

1950 Ford 5cwt, small mileage, as new.

1945 Ford 10cwt, reconditioned, recellulosed.

1949 Bradford van, cellulose black, exceptional condition.—6-7, Warren St., W.1. Euston 5268. [2401

MONTROE MOTORS offer:—

1950 A40 van, one owner; £650.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2964

MORGAN'S GARAGE offer:—

1949 Commer Q-25 super capacity 25cwt van, 6,000 miles, since reconditioned engine fitted; £600.

1947 Bradford 8 to 10cwt van, in primer, good tyres, excellent mechanical condition; £365.

1948 Fordson 5cwt van, one owner, moderate mileage, very clean; £395.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 750, London Rd., Hounslow. Tel. Hounslow 4422. [3792

REED BROS. MOTOR CO. (LONDON), Ltd., offer:—

1948 Ford 10cwt van, deep blue, unwritten; £465.

1949 Ford 5cwt van, deep blue, unwritten; £375.

1946 Ford 10cwt van, middle green, unwritten; £375.

MANY others; terms, exchanges.—56, Christchurch Rd., Cuthers Wood, S.W.19. Liberty 1604. [5001

1948 Ford 5cwt van, one owner; £375.—Below.

1947 Austin 5cwt van, one owner, guaranteed; £310; payments.—Oldfield, 366, Kensington High St., W.14. Western 6631. [2925

1950 Fordson 5cwt van, excellent condition; £595.—Tel. Hay. 2307 [3107

RELIANT new 6/10cwt vans; £100 deposit; early delivery.—Particulars Castle Bromwich Garage. [2623

1949 Austin A40 van, painted blue, radio fitted; £525.—Wimbush & Co., Ltd., Abbey 2086. [3019

BRADFORD de luxe, 1949, excellent condition; £450.—Crookenden, 9, Hampshire Cross, Tidworth, Hants. [2675

1950 (Sept.) Morris 10cwt J-type van, unlettered.—Ernest Sutton, Tel. Rosate 4 (trade only). [3128

1949 (Oct.) Vauxhall-Bedford 10/12-cwt van (16,000 miles), beautiful condition throughout; £545.—Tel. Lar. 2048. [2356

150 miles.—1950 Morris J type 10cwt van.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2685

1934 Ford 5cwt van, recently overhauled, reconditioned engine fitted, taxed and insured; £110.—Tel. Wimbledon 5960. [1277

AUSTIN 8 van 1946, completely rebuilt and ready for service, recellulosed black; £350.—1, Lambolle Place, N.W.3. Primrose 2657. [3027

1943 Ford 10cwt van, engine and chassis overhauled, bodywork reconditioned, finished dark blue, choice of 2; £360.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2440

BRADFORD van for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0294

FORDSON 10cwt van, green primer, first licensed 1950, one owner, 5,000 miles; £565.—140, Golders Green Rd., N.W.11. Speedwell 0011 [1121

1949 (July) Vanguard van, plain black; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1168. [5093

200 miles.—A40 Austin pick-up van, painted, fitted tonneau cover.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Sloane 5557/6970. [3425

1950 (October) Morris J type van, 6,000 miles, green; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2832

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RADIATOR muffs, splendid quality, prompt service.—Oyler & Co., Ltd., 62, New Cavendish St., Marylebone, London, W.1. Museum 6456-7. [0619

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1000 radiator muffs and wintershields stocked from 6/6; from 6in. core, anti-freeze, 28/6; radiator heater lamps, 16/6; windscreen defrosters, 6- or 12-volt, 12/6; road and fog lamps from 39/6; postage extra.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [0402

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BARIMAR for scientific welding repairs under Barimar money-back guarantee.

CRACKED and broken cylinder blocks and heads fractured and worn valve seats, smashed crankcases, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process.

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QUICK and efficient repairers, reboring, silencers and springs replaced, dents drawn, panel specialists, panel beating, recellulosing, trimming, re-chroming.—Coombe Rd., New Malden, Surrey. Mal. 3232-3. [0269

EXHAUST, solid-drawn mild steel tubing for construction and repair; all sizes and gauges in stock.—W. & H. HARBORD, Ltd., Hill Garage, Gt. West Rd., Isleworth, Middlesex. Tel. Hounslow 5613. [0409

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NEW springs, immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

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NEW tyres in stock.

5.00×14, 5.00×15, 4.00×17, 4.50×17, 4.75×17, 5.00×17, 5.25×17, 5.50×17, 6.00×17, 4.75×16, 5.00×16, 5.25×16, 5.50×16, 5.75×16, 6.00×16, 4.00×18, 4.50×18, 4.75×18, 5.00×18, 5.25×19, 5.50×19, 5.50×19, 4.00×19, 4.50×19, 5.00×19, 32×6 truck covers; 32×16 & 34×7 heavy duty covers.—Cleveland's Garage, Felixstowe Road, Ipswich. Tel. 77328 Ipswich. [0565

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5.00-14, 66/6; 5.50-15, 83/9; 6.00 15, 88/6; 5.90-15, 80/-; 6.50-15, 105/-; 7.00-15, 113/6; 7.10-15, 110/-; 4.50-475-16, 66/-; 5.25-16, 72/-; 550-16, 78/-; 5.75-16, 85/6; 600-16, 90/-; 6.25/650-16, 110/-; 700-16, 145/9; 5.50-17, 85/-; 600-17, 115/-; 6.50-17, 125/-; 7.00-16, 125/-; 600-19, 145/-; 5.00-20, 85/-; 6.00-20, 140/-; 6.50-21, 150/-; 165/400, 102/6; 15×50, 160/-; 5.90-15, 77/6.

PLEASE write or telephone for prices of all other sizes, speed our unused corn covers remoulded — mileage by first passenger train 5/6 per tyre extra.—Sharmans, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321/2. [0649

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TYRES, new and remould, 590×15, 550×16, 600×16, 450×17.—J. B. Taneborne, 30, Wilton Row, S.W.1. Tel. Sloane 4665. [0076

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ALL best makes instantly available for despatch, fitting or delivery, every tyre (car, giant or tractor), obsolete types featured.—Carr Bros., Purley, Surrey. Uplands 4811-2-3. [0044

BULL'S a tyre for every car; call or write for list. New and remoulded; let us remould your corn covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774

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TYRES and tubes, part used, all 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete types, all commercial and farming types available.—Cook, 141, Badminton Rd., Downend, Bristol. [1862

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FOR retreading.

ALL sizes up to 6in. passenger, 8in giant. Highest prices paid.

CASH despatched within twenty-four hours of approval.

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ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Road, Brentford, Middx. [0680

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WHEELS, part used, all sizes for cars, trailers, caravans, commercial ex-W.D.; and farm vehicles; despatched anywhere.—Cook, 141, Badminton Rd., Downend, Bristol. [1861

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CLARETS for wheels.—Large stocks all types, easy clean wire and artillery, rebuilt and second-hand; exchange service.—Clare's Motor Works, 96 Tulse Hill, London, S.W.2. Tulse 6002. [0620

THE BRAMBER ENGINEERING Co., Springbok Works, Waterloo Rd., Cricklewood, London, N.W.2. Branches, Wilmot, Devon; James St., Glasgow. Wire and pressed steel rebuilds and conversions, chassis frames, rear axle casings. [0434

WOBBLING and buckled wire wheels repaired, trued, rebuilt with new spokes, etc.; shot-blasted, rust-proofed and re-enamelled as new to your colours; 5-5 days' service; loan service wheels available in many cases, replacement wheels for Austin, Morris, Jaguar, M.G. and many other makes available for exchange or outright.—Farm Repairs, Ltd., Flshergate, Nottingham. Tel. 45818. [0429

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BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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CHELMSFORD (near), attractive country garage and filling station repairs, petrol 700 galls., p.v., car hire and 2 coaches on contract, well equipped workshop, bungalow 5 rooms, k. and b.

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PARTS, of the above and other garages available from Aldridges Estate Dept. [2351

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GARAGE (repairs, servicing, etc.); large site, close main road, Tuttenham; 2 covered workshops (650 sq. ft), lock-up, office, store, etc.; t/o £5,400 p.a., offered at £800 a.s., incl. £400 stock.

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BUSINESS AND PROPERTY

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MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 6-11 Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

EAST Sussex.—General and automobile business with excellent premises; equipment and stock £2,000; house available.

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FURTHER particulars of above and other garages available from Gladding, Son & Wing as above. [2258

GARAGE and filling station, East Devon, on main road; workshops and electric pumps on both sides of road; large pull-in; house, detached, gardens, etc.; selling owing health reasons; audited accounts; price £12,500, freehold; equipment and stock at valuation.—Box 6042. [2666

GARAGE, shed or yard, suitable for storage, at least 10 sheds, 5,000 sq. ft., wanted in North, North-West or West London or environs; prepared to buy the premises or take a long lease; existing petrol sales and or repair business not objected to.—Please tel. Royal 1558, or write Box 6076.

TO let or for sale.—Well-equipped country garage, situated on main trunk road within a four-mile radius of three large Lancashire towns, large workshop, paintshop, showrooms and excellent petrol station at present providing day and night service; good sized bungalow attached surrounded by charming garden; excellent agricultural area.—Box 5969. [2052

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A SHOP wanted, suitable for car sales or small garage with petrol sales.—Turner, Pal. 7935. [2559

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(1) For a substantial concern, est. motor business with distributorship or main agencies in London, Home or Home Counties.

(2) Filling station and garages well sited with good petrol sales in above areas.

PARTS, please to Estate Dept. which will be treated in strictest confidence. [2332

GODDARD & SMITH are requiring on behalf of numerous buyers, garage and filling stations in London area of provinces, as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines). [0291

CHURCH HOWARD & HILLS, specialists, agents to the motor trade for constant enquiries for garages, petrol stations, etc., in Home Counties; representative will call and advise entirely without obligation; those desirous of selling are invited to send details to—39, Kew Rd., Richmond, Surrey. [2019

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ARTISANS required for Union of South Africa.

WELL-KNOWN South African firm, with motor car and tractor franchises, operating large workshops in the Union of South Africa, requires services of a number of highly skilled artisans, preferably single men, including motor mechanics and tractor mechanics with petrol and diesel engine qualifications; also panel beaters for motor car body repairs; the company will provide accommodation and arrange passport facilities.—Applicants please write to Advertiser, c/o Box 6011, giving full details as to age, experience and marital status. [2300

GARAGE assistant, man or woman, capable and conscientious; S.W. London.—Box 6072. [3044

SALES assistant required by main dealers for Vauxhall on the south coast; good prospects with old-established company.—Box 5977. [3209

BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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FOREMAN for mechanical and electrical repairs department of well-known Bristol distributors; permanent job with superannuation scheme.—Box 6022. [2351

SKILLED senior motor fitter with pre-war experience required; promotion to working foreman possible; excellent flat available; S.W. London suburb.—Box 6063. [2857

VAUXHALL-BEDFORD main dealer has vacancy for young man as assistant to parts manager, some experience essential, exceptional opportunity.—Apply Box 6018. [2328

HEAD storekeeper required by Nuffield distributors; please apply, enclosing references, stating age, experience and remuneration required, to—George Ace, Ltd., Tenby. [2850

VAUXHALL main dealer in Home Counties requires works foreman, also active service manager; applications requested only from men with ability and initiative.—Apply Box 6017. [2327

TECHNICAL representatives calling on car manufacturers required to carry additional line in the following areas: Scotland, Wales, Midlands and N.E. and S.E. counties.—Write in confidence to Box 6014. [2306

SKILLED motor fitters required with good all round experience; good rates and conditions; Hampton and Kingston areas.—Apply, G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Kin. 2241. [1957

AUTOMOBILE engineer, qualified man with extensive works administration and business experience required immediately as general manager; salary £750–£1,000.—Write Arsenal Garage, Ltd., 2, Chester Close, S.W.1. [2317

CELLULOSE finisher, capable of taking charge of department; skilled mechanics able to undertake complete overhauls without supervision; good prospects for right men.—Apply Cleales Ltd., Haverhill, Suffolk. [2311

ROLLS-ROYCE (motor car division) have immediate vacancies for design and detail draughtsman, salary according to age, experience and qualifications, with excellent prospects.—Apply immediately to the Personnel Manager, Pym's Lane, Crewe. [1196

SITUATIONS VACANT

WANTED.—Experienced car and vehicle salesman in well-known Hampshire town; firm holds distributorships for one of the principal car and commercial vehicle manufacturers; applicant must have experienced knowledge in buying and selling used cars.—Box 6040. [2449

TWO draughtsmen are urgently required by engineering firm of repute in the North West district for plant maintenance work, applicants must have good knowledge of I.C. engine test equipment, also be capable of carrying out designs on their own initiative, salary according to age and experience.—Apply Box 5878. [1195

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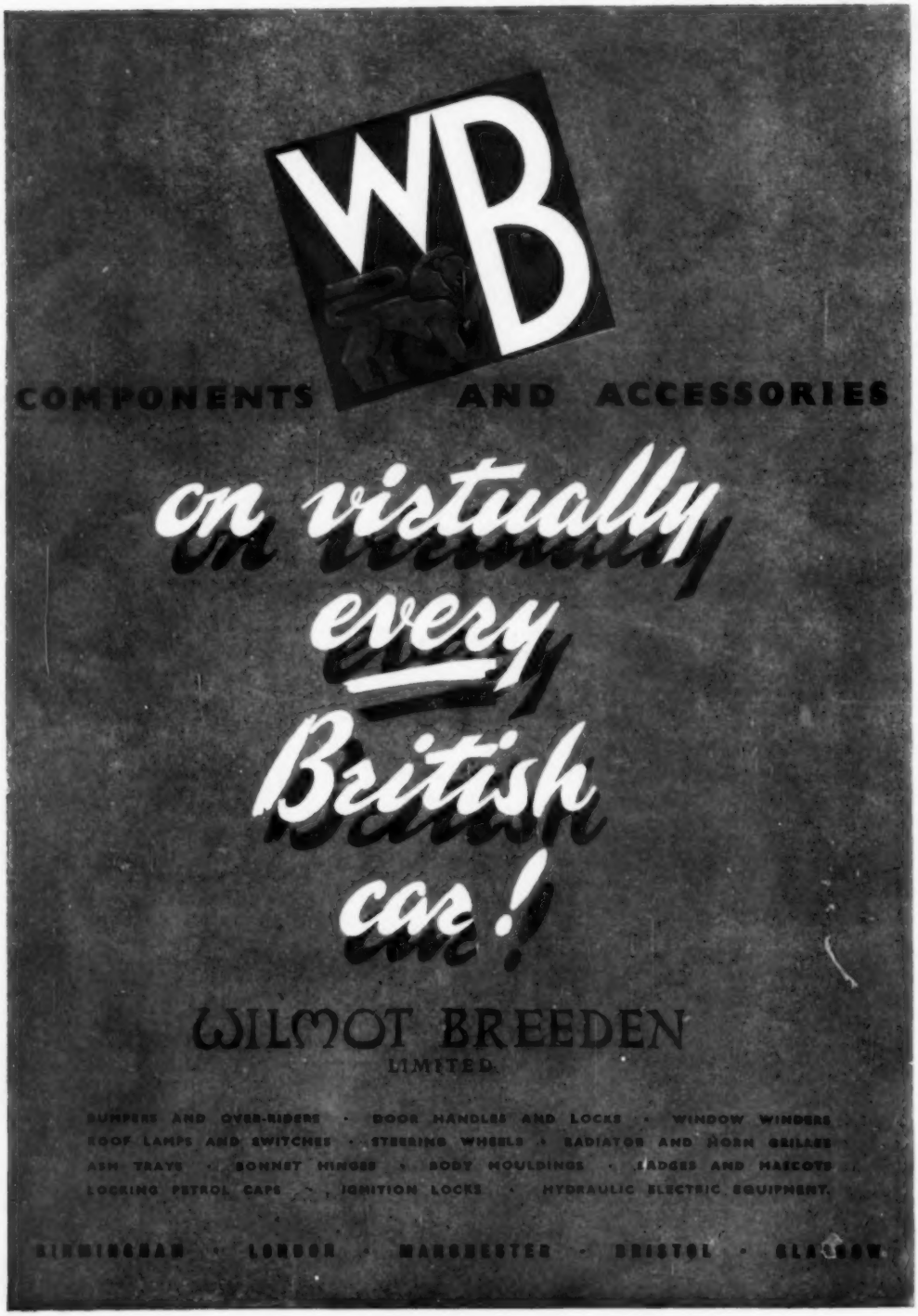


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